Weather
Very fine weather today. The maximum temperature yesterday was 80.1 and the minimum 67.3, the figures for the corresponding day last year being 83.9 and 67.1.

THE CHINA PRESS
大陸報

Today's paper consists of 44 pages in three sections

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FINLAND HEARS LENIN IS SEEKING PEACE WITH OMSK

Koltchak Has Not Replied To Offer Of Armistice, Helsingfors Says

ESTHONIANS GAIN

More Centers Reported Taken In Advance On Petrograd

BRITISH DELAYED

Retreating Bolsheviki In North Area Destroying Rail Lines

(Reuter's Agency War Service)

London, May 25.—A message from Helsingfors states that Lenin has offered an armistice to Admiral Koltchak, who has not replied.

Esthonians Take Town

London, May 26.—Reports from Scandinavia state that the Esthonians have captured Gatchina.

The Bolshevists have 35,000 troops on the Southern front. They have arrested many prominent bourgeois in all the big towns, who will be executed if the Soviet troops meet with a serious reverse.

The Bolshevist Government contemplates going to the Ukraine if it is defeated and some of the Commissary departments have already gone to Kharkov and Poltava.

The cholera epidemic has again appeared in Petrograd, while typhoid is raging in Moscow.

Take Another Town

Copenhagen, May 24.—A telegram states that the Esthonians have captured Peterhof, 21 kilometers from Petrograd.

British Advance Delayed

Kem, May 23.—The British advance after capturing Medvyejagora, in which our casualties were two men wounded, has been held up owing to the destruction of the bridges on railways. A captured message directed that the place must be held to the last. The Bolshevists continue to offer a very weak resistance and they appear undecided about making a serious defense. The Russians are joining up in large numbers.

Admiral Koltchak is expected to reach Viatka by July 7 and shortly afterwards to be in touch with Archangel, after which the capture of Moscow and Petrograd need only be a question of a few weeks.

Recognition Of Omsk

Paris, May 24.—The Council of Four today heard a statement by Viscount Chinda in favor of recognition of the Koltchak Government. The Council discussed the conditions in which recognition could be granted and the guarantees which must accompany it for the introduction of a regime of unfettered democracy. The Allies now appear to have agreed with regard to recognition of the Koltchak Government.

News Pleases Omsk

(Reuter's Pacific Service)

Harbin, May 27.—News received from Omsk states the decision of the Paris Conference to acknowledge Admiral Kolchak's Government as the Government for all Russia has been received with general enthusiasm, the press greeting this decision as a decisive step towards the reconstruction of the Russian state and a token of the sincere friendliness of the Allies.

The news is already creating a panic among the Chinese money changers, who have recently been buying Kerensky notes for Siberian ones. A high percentage of the money changers are now awaiting great loss owing to the anticipated acknowledgment of Siberian notes.

It is reported from Omsk that most of the members of the first Constituent Assembly who occupied different posts in Chaikovsky's Northern Government have been replaced by other ministers, including representatives of the Cadet party.

Agreement At Paris

(Reuter's Agency War Service)

Paris, May 26.—The Council of Four has decided to recognise Admiral Koltchak's and General Denikin's Governments providing the leaders of them agree to accept the verdict of a Constituent Assembly with regard to the future of Russia.

Peterhof Is Captured

Stockholm, May 26.—It is reported that the North Russian Army, assist-

(Continued on Page 2)

Big Canton Stores Forced To Destroy Japanese Goods; Shanghai Students Parade

Police In Southern Capital Called Out To Quell Mob---Memorial Service Held Here For Youth Killed In Peking Uprising

Reuter's Pacific Service

Canton, May 31.—The Japanese boycott is spreading. The mob has compelled the Sun Company and Sincere's to destroy Japanese goods and Japanese have been pelted.

The disturbance here originated in a mob gathering on the East Bund with the object of urging all foreign goods stores to discontinue to trade in Japanese goods. Sincere's, was visited, whereupon the management posted up a notice "No more Japanese goods for sale."

The trouble began at the Sun Company's premises where it is reported, the management did not comply with the mob's demands, whereupon the crowd attempted to break the iron railing and gates. The help of the police was summoned with the object of dispersing the crowd, which made a bonfire of some Japanese made straw-hats. It is reported that the Tokio Hotel, on the Bund, was slightly damaged.

Demonstration Is Staged By Students In Shanghai

The memorial service was held at the Public Recreation Grounds. Over 20,000 students, including 3,000 girls, wearing the uniform white hats, gathered on the compound shortly after noon. A platform was erected, on which was placed a huge picture of the deceased student which was decorated with floral tributes from all the striking schools. Perfect order prevailed.

Address Delivered

At the memorial, the students stood bare-headed for a considerable time and then listened to the stirring speeches made by Miss Hsu Chi-shi of the Hsin Chow Girls' School, Mr. Yen Hsi, representing the Peking striking schools and Mr. Ho Pau-jen, president of the Shanghai Students' Union.

First aid to the injured corps from the Tung Chi Medical and Engineering School, Woosung, from the Nanyang Medical School and St. John's University and the Boy Scouts were in attendance. Bands from the Lunghua Orphanage, the Nanyang College, the Chapei Orphanage and the Benevolence Institution furnished some patriotic tunes.

Parade Through City

Headed by the bands and armed with small national flags the students marched thorough Shanghai in a body after the service. They were enthusiastically cheered by the pedestrians and the shopkeepers.

The first issue of the students' publication will appear Wednesday and will be distributed to all the Shanghai schools free of charge.

Representatives were sent to the Chinese Chamber of Commerce to negotiate for the systematising of the boycott movement with the Chinese merchants, but in view of the absence of responsible officers at the chamber, the strikers left without any satisfactory response.

The eighteen big Chinese jewelers in Shanghai yesterday met and decided not to make use of Japanese gold coins for the manufacture of ornaments. No Japanese coins will be accepted by them in exchange for ornaments starting from today.

The salt fish merchants yesterday also decided to boycott the consumption of Japanese salt fish.

Peking Students' Aims Outlined In Interview

(From Our Own Correspondent)

Peking, May 28.—Your correspondent had a protracted interview with certain members of the students' council yesterday, and in the course of the conversation the students stated two basic ideas underlying their national movement. Regarding the boycott they said that they were preparing for an extended campaign, the aim of which was to replace Jananese goods with articles of Chinese manufacture as rapidly as possible. To this end their committees, assisted by the Chamber of Commerce and the People's societies, were investigating the country's manufacturing resources and compiling complete lists of Japanese goods now in use in China, as well of Chinese goods that could be used as equivalents or substitutes. They likewise welcome every opportunity of buying American-made articles and deplore the scarcity of such articles in the Chinese market.

The great constructive idea behind the student's movement is, according to their council, the education of the great body of the Chinese people from the peasant and coolie class right up through every grade of society, to a more active interest in the government of the country. They say that China is now governed by a small group of professional politicians who are in it for what they can squeeze out of it, and that the government will be badly and dis-

(Continued on Page 2)

But Not As They Had Planned

—Kirby In New York World

DUBIOUS TELEGRAM REPORTS SPLIT IN U.S. PEACE ENVOYS

Says Nine Of Delegates Oppose Signing Of Present Treaty

PROBABLY WRONG

American Delegation Is Composed Of Only Five Members

SAAR IS ARGUED

German Spokesman Says No Chance Exists To Buy Back Mines

(Reuter's Agency War Service)

Paris, May 26.—Nine members of the American peace delegation have recorded their opposition to the draft of the treaty of peace and one member has resigned, it being his opinion that the League of Nations will not prevent war, and the United States would be consequently involved. He contends the United States should not sign the treaty or enter the League of Nations.

[Editor's Note—This telegram is incredible and probably has been garbled in transmission. In the first place, there are only five peace delegates from the United States. In the second place, there is not one chance in ten that they would act except as a unit. It must be remembered that Colonel House, President Wilson's closest associate, is one of the five, and Secretary of State Lansing is another. To think of their acting against Wilson's wishes is beyond belief; to say nothing of Henry White and General Tasker H. Bliss, the other two members, who while not so close to President Wilson in all logical probability would not take action against his wishes as head of the delegation. Another piece of internal evidence against the reliability of this telegram is this: It is dated May 26. We have already had messages by French Wireless of the dates of May 27, May 28, and May 29, which made no reference to such a development among the peace delegates. It is inconceivable that such a serious situation could have arisen without any reference being made to it by the official French wireless service. Our readers are advised not to credit this message. It probably refers to one of the unofficial American delegations now in Paris. Possible it may refer to the experts connected with the delegation in an advisory capacity but even this is unlikely.]

Brings Up Saar Question

Paris, May 25. (delayed).—Count von Brockdorff-Rantzau in a note to the Allies declares it is impossible for Germany fifteen years hence to be able to pay in gold for the Saar coal mines and consequently suggests various other forms of reparation.

Replying, M. Clemenceau, states that this particular form of reparation was chosen because it was felt that the destruction of the French mines was an act demanding exemplary retribution, and the Allies are therefore not prepared to agree to an alternative scheme. They propose to substitute for the first paragraph of the clause dealing with this point the following:

Clemenceau's Reply

"The obligation for Germany to make such payment shall be taken into account by the Reparation Commission and for the purpose of this payment Germany may create a prior charge upon her assets or revenues upon such detailed terms as shall be agreed to by the Reparation Commission. If, nevertheless, Germany after a period of one year from the date on which the payment becomes due shall not have effected the said payment, the Reparation Commission shall do so in accordance with such instructions as may be given by the League of Nations and, if necessary, by liquidating that portion of the mines in question."

Opinion In Paris

Paris, May 24.—Paris opinion of the German note on the economic terms is that it is a tissue of sophistries, the Allies' conditions leaving the Germans in a better situation than they deserve for Germany has been spared the nameless terrors of devastation that France, Belgium, Italy, Servia, Poland and Rumania suffered, Germany is disappointed but not repentant.

Colonies To France

Paris, May 26.—The step taken to make the Germans sign the

BLOCKADE TO BE LIFTED IF HUNGARY COMPLIES

Restrictions To Be Removed When Settled Conditions Are Assured

(Reuter's Agency War Service)

London, May 26.—An official communique from Paris states that the Allied and Associated Governments have decided to suspend the blockade in Hungary directly a Government affording an assurance of settled conditions is installed there.

Paris Streetcar Men Asking 8-Hour Day

Arrangement Between Company And Men Has Been Reached, Says Reuter Message

(Reuter's Agency War Service)

Paris, May 24.—An arrangement has been come to between the employes and the management of the Paris street-car services concerning the application of an eight-hour day.

WORLD'S BIGGEST PLANE WRECKED IN ENGLAND

One Pilot Killed And Another Injured In Trial Of Tarrant Machine

(Reuter's Agency War Service)

London, May 26.—The Tarrant triplane, which is the biggest in the world, with 3,000 H. P. engines was wrecked on her trial trip at Farnborough on the 26th owing to a failure to rise. One pilot was killed and another seriously injured.

France And Spain Bar Russian Grand Duke

France's Expulsion Of Former "Tsar's Nephew Not Due To Political Reasons

(Reuter's Agency War Service)

Paris, May 24.—Grand Duke Boris, a nephew of the ex-Tsar, has been expelled from France and is not allowed to enter Spain. It is stated that his expulsion is not due to political reasons.

Icebergs In Atlantic Damage Two Vessels

Cassandra Of Donaldson Line And Steamer Canadia Both Crippled

(Reuter's Agency War Service)

St. Johns, May 25.—The Donaldson Liner Cassandra (8,000 tons) has struck an iceberg 160 miles off Cape Race and is badly damaged. The vessel is proceeding to St. Johns.

Canadia's Hull Pierced

St. Johns, May 26.—The s.s. Canadia has arrived with a hole in her hull caused by a low-lying iceberg. The 400 passengers aboard are all well.

STENOGRAPHER CHARGED WITH ATTEMPT TO SLAY

Incident In Grill Room Leads To Arrest Of F. W. Golding Whose Bail Is $5,000

Charged with attempting to murder one E. Blass and with carrying a pistol in the International Settlement, F. W. Golding, stenographer of the law firm of White-Cooper, Master and Harris, appeared before the British Police Court yesterday. After evidence of arrest was taken, the case was remanded till Wednesday morning. Bail was fixed at $5,000 to be furnished by two British subjects.

Golding was arrested Friday night by C. P. C. 968 and Sikh P. C. 115 at the Astor Grill Room, where he is alleged to have fired a shot at the complainant. The latter was not injured, but it was alleged that the bullet had passed through his clothing. Sergeant Lavelle, who was on duty at the Hongkew station where accused was brought to after the occurence, stated that after the arrest, the complainant arrived and stated that he wanted to charge the accused with attempted murder. Blass handed to the police officer a revolver which contained five live cartridges and one empty one.

Mr. F. Alan Robinson, the magistrate, announced that the Court would release Golding if he could find two British sureties in the sum of $2,500 each. Mr. N. C. Home appeared for the accused and complainant was represented by Mr. G. H. Wright.

French Towns Feel Munitions Explosion

(Reuter's Agency War Service)

Lille, May 24.—A munitions depot with an area of several kilometers between Bailleul and Heenweck has blown up, explosions continuing several hours.

ENGAGEMENTS REPORTED ON AFGHANISTAN FRONTS

Frontier Post At Spin Baldak Taken In Attack Of British Troops

(Reuter's Agency War Service)

Simla, May 28.—An enemy column from Khost under Nadir Khan is engaged in operations against Thal. It is stated these Afghan regulars have rations but Nadir Khan's followers are subsisting by begging food from the Waziris. The enemy has occupied Spinwam. Our withdrawal was satisfactory.

Reports have been received from the upper Kurram that some Afghan tribesmen attacked Chapri yesterday near Palwar Kotal and were driven off by the local militia who killed a number of the assailants without sustaining any casualties themselves.

Our troops at Chaman captured the Afghan frontier post at Spin Baldak on the 26th. The forts were subjected to a thorough bombardment, after which the towers on a ridge commanding the forts were assaulted and taken. The main gate was then blown up and the capture completed, our assaulting troops escalading the walls where they had been breached. The garrison stubbornly resisted, and the bulk were either killed or captured.

No change is reported at Dakka.

In conformity with our policy, in the Upper Tochi we have withdrawn our exposed militia posts in south Warirstan.

ERZBERGER GAINS POWER; IS ENEMY OF DELEGATE

Catholic Center Party's Head Had Hoped To Fill Place Of Brockdorff-Rantzau

(Reuter's Agency War Service)

Paris, May 24.—French Foreign Office circles state that Herr Erzberger, the leader of the Catholic Center Party in Germany, is now very influential in the Councils of the Government and is notoriously hostile to Count von Brockdorff-Rantzau, whose place as head of the German Delegation he hoped to occupy.

Geddes Is Appointed To Head British Board

(Reuter's Agency War Service)

London, May 26.—Sir Albert Stanley has resigned the post of President of the Board of Trade, to which Sir Eric Geddes has been appointed.

TRAM COMPANY TO BUILD OWN CARS IN SHANGHAI

Factory To Be Established In Wayside For Construction Of Rolling Stock

The Shanghai Tramways Company will henceforth build its own tram cars in Shanghai, according to plans which have been already put under way.

The Tramways Company has contracted for a new factory building which will be erected as an extension of the Wayside sheds and will cover an area of six mow of land. It is expected that the necessary machinery will be ordered shortly and the building is expected to be ready for occupancy within the next few months.

The present construction program of the company includes the building of 15 tramcars of the regular type and 7 of the railless variety, which are necessary to supplement the present system. In the event that the Council authorises the company's proposed extensions, as considered at the recent ratepayers' meeting, the cars for these extensions will also be put on the building program.

The establishment of the factory is fundamentally in preparation for a larger scheme of activities and will effect a material saving both in cost of equipment and in the matter of time required for the securing of cars. Previously the car bodies were assembled at various shops about the city, each piece of work requiring the attention of special supervisors, while if cars were ordered from Europe part of the material, such as teak wood, had to be shipped from the Orient, thus adding to cost and delay.

New Egyptian Cabinet Is Formed At Cairo

(Reuter's Agency War Service)

London, May 24.—A message from Cairo states that Mahomed Said Pasha, a former Premier, has formed new Cabinet.

REPORTS ARE RECEIVED OF GERMAN REPATRIATES

Details Of Voyages Of Four Vessels From Here Given To General Lu

Details of the voyage of the repatriated Germans from China to Rotterdam were given in a despatch received by General Lu Yung-hsian, the local Defense Commissioner and Director of the Repatriation Bureau, yesterday from the Ministry of Foreign Affairs. According to the message, 2,287 Germans had arrived by the four vessels: Novara, Nore, Atreus and Antilochus up to May 16 and they were immediately conveyed under Dutch guards to German soil upon their arrival. Nine died during the voyage and four were left in Singapore on account of insanity.

The Atreus arrived in Rotterdam April 26, bringing 720 enemy subjects. Four men died on this vessel due to heart failure, sunstroke, tuberculosis and drowning. The Novara reached the Dutch port on May 2, having on board 560 deportees. Two women died on this ship, one from chronic heart and liver disease and the other from sunstroke. The third vessel to arrive in the port was the Nore, which pulled in on May 5 with 572 repatriates. There were three deaths on this boat due to the after effects of influenza-pneumonia attacks. The Antilochus, which sent the lunatics to the Singapore asylum, had no fatal cases, and reached Rotterdam May 16 with 435 on board.

Over 30 Chinese officials connected with the work of the repatriation of enemy subjects will be promoted and about 100 others will be decorated for their services in the successful completion of China's historical event, it was learned from local authorities yesterday.

General Lu has invited those who participated in the work to submit their names and family history so that he could submit the recommendations to Peking for approval at an early date.

Treaty, if desired by the Allied Governments, of bombing Berlin and other large cities could be easily accomplished. Such attacks would quickly bring the Germans to reason, assuring their final submission to the terms.

Evident satisfaction is felt in Paris concerning the progress between France and Great Britain for the distribution of the former German possessions in West Africa. It is announced from an authoritative source that Togoland and the greater part of the Cameroons will pass to France and not be considered as under the mandate of the League of Nations but to be held in full sovereignty by the French. The French also regain possession of the strip of territory in the French Congo adjoining the Cameroons which was ceded to Germany after the crisis of Aladir.

The Council of Four admits only one modification of the regime in the Saar Valley if after fifteen years, the Germans are to purchase their coal mines from France they may pay in other securities than coal.

News Brevities

A regular meeting of the Shanghai Missionary Association will be held at the China Inland Mission, 9 Woosung Road, Tuesday evening at 6 o'clock. A social gathering will precede the business meeting which will take place at 7 o'clock when a paper will be read by the Rev. A. P. Parker on "The Methodist Centenary Movement in the United States and Canada."

* * *

On account of the Dragon Boat Festival, there will be no sitting of the Mixed Court tomorrow.

* * *

The Customs Company, S.V.C., will hold its semi-annual rifle meeting tomorrow.

* * *

Entries for the Lawn Bowls singles, pairs and rink championships under the auspices of the Shanghai Lawn Bowls Association will close today.

* * *

The import and export department of the Klauber Trading Company has been moved to 10 Kiukiang Road. Their automobile department, the K. T. C. Garage, will remain at 21 Foochow Road.

* * *

Word from Nanking states that Mr. Roy S. Anderson, the American Advisor to Tuchun Li Shun, fractured his leg while playing tennis recently.

* * *

Fine Chinese bronzes and imported art goods to be sold at auction by Messrs. L. Moore and Company, Ltd., on Tuesday morning and afternoon, will be on exhibition at 3 Route Khisi today and tomorrow.

* * *

Two Chinese bookdealers charged with selling books detrimental to the Republic of China were fined $200 and $150 respectively in the Mixed Court yesterday by Assessor Hayashide and Magistrate Tsang. A third Chinese who was charged with "uttering" the books was sentenced to six months' imprisonment and expulsion and the books were ordered confiscated.

* * *

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames Cutforth, Peter McIntyre, Leach, James Johnston, W. Davies, N. B. Ramsay, Capt. Royd, Messrs. Mactavish and Co., C. F. Bixly, R. N. Truman, F. L. Marshall, D. M. Missim, N. E. B. Ezra, R. F. C. Master, P. H. Millard, P. Lessner, P. M. Scott, A. I. D. Stewart, E. E. Parsons, W. Strowd, J. W. Barber, A. C. Clear, "W. L." and "Anon."

* * *

Da Rosa, named in connection with the charge of conspiracy to sell opium which was brought last week against W. G. Wallace in the United States Court for China, appeared before the Portuguese Consul-General for preliminary hearing and was ordered remanded in custody until further notice.

Honigsberg Gets New Truck Tires

The arrival of a Dart two-ton truck equipped with pneumatic truck tires for H. S. Honigsberg and Co. marks a great step in progress of the motor truck field in Shanghai. The tires, which are of cord construction, are 36 x 6 Goodyear in front and 40 x 8 Goodyear in the rear.

It is claimed that the larger American tire manufacturers predict that this type of tire will largely supersede solid tires for light and medium weight trucks and that this kind is being rapidly adopted by large truck operators after comparative tests. The pneumatic truck tire permits hauling of fragile loads without breakage, cuts down gasoline consumption markedly and because of the greater speed which may be obtained by the truck allows greater efficiency or operating radius. Also depreciation has been proved to be lessened markedly. The Goodyear Tire and Rubber Company, which pioneered this kind of truck tire construction, is now operating its own express transportation service on trucks equipped with these tires. This type of tire also was largely used in transporation service by the American army in France.

HAWKER AND COMPANION GET CONSOLATION PRIZE

London Daily Mail Announces British Airmen Will Receive Award Of £5,000

(Reuter's Agency War Service)

London, May 25.—In recognition of the determined effort made by Lieut. Hawker and Commander Grieve to cross the Atlantic, the Daily Mail is awarding between them the consolation prize of £5,000.

Hawkers Gives Reasons

London, May 26.—The Daily Mail has received the following message from Lieut. Hawker:

"The machine stopped owing to the water-filter in the feed-pipe from the radiator to the water-pump being filled with refuse, solder, etc., and shaking loose. It was not the fault of the motor, which was perfect from start to finish. There was no trouble in landing on the sea. We were in the water 90 minutes."

King Sends Congratulations

London, May 26.—The King and Queen Alexandra have sent telegrams to Mrs. Hawker congratulating her on the happy rescue of her gallant husband.

Nation Is Surprised

London, May 26.—The dramatic news of Hawker's safety came as a complete surprise as all hope was abandoned on Saturday when twelve destroyers returned to Ireland after they had fruitlessly scoured an area of 300 miles. Special editions announcing the rescue were snapped up in thousands and the scenes in the streets of London could only be compared to national rejoicing. Similar scenes took place in the province.

Hundreds of holiday workers traveled to Surbition, where they beseiged Hawker's residence and the police had to be called in to regulate the traffic. Mrs. Hawker, interviewed, said "I never lost hope. Sunday is our lucky day."

The aviators' escape is regarded as miraculous as s.s. Mary herself was taking an unusual course and there was not single ship within 50 miles.

Experts laud Commander Grieve's fine navigating as the aeroplane kept a dead straight line more than half way across the Atlantic. The opinion is expressed that the mishap is so slight that if the machine had been a sea-plane Hawker could have repaired it and completed the course.

Stores In Canton Have To Burn Goods

(Continued from Page 1)

honestly managed as long as these conditions continue to exist.

The politicians must be cast out and the best elements of the people must in their stead govern the people for the benefit of the people. China, they say, will never be great either at home or abroad until the farmer, the manufacturer, the merchant, the financier, the teacher, the lawyer and, indeed, every class of the nation participates in the affairs of the government beyond mere yelling at party caucuses and voting the straight ticket. The men of these classes must be willing to give up their own work for a while and serve China instead, even if they do so at a personal loss to themselves.

Officals In Hangchow Move To Crush Strike

According to a letter addressed to THE CHINA PRESS by the Chekiang Students' Union, representing 10,000 students in that province, martial law is now in force in the provincial capital, Hangchow. The message says that the school and press are treated as an enemy of the country and their patriotic activities are invariably condemned.

Three of the leading Chinese papers in the Chekiang capital known as the Chuan Cheh Kung Pao, Chekiang Ming Pao and Chekiang Ji Pao, appeared Thursday with blank spaces, indicating that the censors have jerked out the news items which were disapproved by the authorities. No reports about the student strike are allowed to be published.

The embargo is even placed on ordinary meetings of the student representatives. Lecturing in public is forbidden. The provincial administration has issued an order for the dissolution of the schools which have gone on strike. In obedience to this order, the principal of the Technical School has dismissed his entire body of students.

PURE
SWEET
WHOLESOME
APPLE CIDER
At all clubs, hotels and stores.
Connell Bros. Co.,
Agents

Correspondence

Boycott Hits Other Foreigners

Editor, THE CHINA PRESS

Sir.—According to reports which reached me from correspondents in the boycott against Japanese goods which has progressed very successfully has now assumed aspects which threaten all foreign interests in China. In one port the Chinese, responding to groundless rumors, have also instituted a boycott against a well known British firm. In another port a prominent American firm is suffering because of absolutely baseless stories that it is handling Japanese goods and has some Japanese capital. Another firm has come in for censure and boycott because some of its advertising matter was printed a year or more ago in a Japanese printing office.

If the Chinese wish their boycott against Japan to succeed, they should be very careful not to allow scheming people to divert them from their original purpose. It is out of the question for China to boycott the whole world and if the Chinese start in indiscriminately boycotting all foreign nations China will soon find herself without friends among the great Powers, America has certainly done nothing that deserves a boycott and in fact has shown herself all through the peace negotiations in Paris to be China's best friend. If the Chinese now should alienate American sympathy by boycotting American goods, not only will China lose American friendship but the boycott against Japan will fail and China will find herself without friends.

Enclosing my card, I am,

Yours faithfully,
AMERICANUS.

Shanghai, May 31.

Chinese Girls In Strike

Editor, THE CHINA PRESS

Sir.—I am a girl student and am much interested in the recent movement of my sister students in the "strike." It marks an epoch in the history of the development of the girl schools in China, and is the dawn of the social activity of the girl students.

Through thousands of years, our Chinese girls were shut up in their parents' houses and about thirty years ago when the necessities of the girls' education were obvious to the parents through the influence of the western civilisation, they began to allow their daughters to attend the school. But during these years, the girl students were a "subordinate" part in the society and did not express any activity, nor have any interference with the boy students. Now our Shanghai Students' Union has been established, and it includes 14 girl schools among the total number, 61. It is the first step of the girls' activity, and gives way the old superstitious moral which regarded the association of girls and boys being in any way unproper.

This week all the girl students are busily engaged in the manufacture of 20,000 campaign caps for the boys—for the caps on market are generally made of Japanese cloth. This is the first time that we support the boy students and promises for future mutual help.

I dare to propose that a girl students' organisation should be established in which we should discuss some points in the social work and also in the art and learning. I hope that we may give light to the girls in the interior of China and be a model and a leader of them.

I am, sincerely yours,
MARGARET CHANG.

Finland Hears Lenin Asks Peace

(Continued from Page 1)

ed by British naval forces, has captured Peterhof. The Bolshevists fled in disorder.

Lett Government Asks Aid Of German Troops

(Reuter's Agency War Service)

Copenhagen, May 24.—A message sent from Libau on the 23rd and received via Berlin states that the Lett Government has requested the German Government to permit the German troops to remain in Lettland as the Lett Landeswehr is unable to hold the front alone against the Bolsheviki. The main part of Riga was captured after fierce fighting but a struggle is proceeding in the Eastern part. Many of the Bolshevist Commissaries fell into the hands of the Landeswehr. All political prisoners were released. The German troops maintained contact with the Landeswehr throughout the heavy fighting.

The front now runs from Riga to Bausk across the Eckau-Mitau Railway.

The American Food Commission has sent 400 tons of flour to Riga and is itself proceeding thither today.

A communication from the Libau correspondent of the Lokal Anzeiger states that the German troops entered Riga in conjunction with Lettish and Baltic troops on the 22nd.

General von Manteuffel, the commander of the Baltic troops, who was responsible for the recent coup d'etat was among the first to enter the town.

PAY BY CHECK

$1 opens a Savings Account
$100 opens a Checking Account

CURRENT ACCOUNTS
TAELS
MEX. DOLLARS

SAVINGS ACCOUNTS
TAELS
MEX. DOLLARS
AMERICAN GOLD

FIXED DEPOSITS
TAELS
MEX. DOLLARS
AMERICAN GOLD

RESIDENCES OF SOME OF OUR DEPOSITORS

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French Thrift is Proverbial—

Thrift sometimes requires Spartan discipline. In the multitude of people there must be some rich and some poor, and some occupying a middle place. But no matter into what condition of life a man is born the acquisition of a habit of thrift will make him a better man and a better citizen.

The French, by their thrift, have accumulated money to such an extent that before 1914 they were the wealthiest nation in the world. The French middle and working classes have long been famous for their thrift. The whole world was astounded at the way they came forward with their private hoa ds after the Franco-German war, and assisted their Government to pay off in a comparatively short space of time the huge indemnity with which Bismarck had hoped to cripple the resources of the nation for at least twenty years.

The methods of investing their precious savings adopted by these thrifty people *are therefore of interest to others.* Especially is this so when one learns that they have evolved a system which combines perfect security with the opportunity of making enormous profits.

The Incentive to Thrift—

This system is that of purchasing Premium Bonds, which, as far as safety is concerned, can be compared with Government stock or any other gilt-edged securities, but which, in addition, possesses more than a spice of added interest by the fact that holders of such Bonds have a very good chance of receiving at some time or other an unexpected windfall in the shape of big Premiums of $2,000.00, $1,000.00 or $500.00, besides smaller sums.

To the Continentals it is no novel or untried principle, for they have watched its course and operation for years, and are fully cognisant of the following valuable facts:

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Enormous Possibilities—

One may ask "How is it possible to be returned such large amounts fo:m the drawings, and when the time for the maturity of the Bonds has arrived, to be returned the entire Capital plus a profit?" The answer is quite simple,—25% of the total monthly premiums are returned to the Bondholders in the drrwings but the fact that the balance of the money is invested in Debentures and Securities of only the highest class from which a minimum annual dividend of—5% is guaranteed, thus this 5% or more interest annually derived from the investment fund, compounded annually, exceeds at the maturity of the Bond, the amount that has been paid out in the drawings. ALSO, all over and above 5% interest received from investmen's is equally divided between the Bondholders and the Society, therefore you have in a Premium Bond an investment in which you not only are guaranteed the return of your entire Capital, plus a profit, but the added possibility of being returned a large amount from any of the monthly drawings.

M ny people not well acquainted with these Bonds can barely conceive how this is possible: yet it is, and beyond the shadow of doubt or dispute, the methods are sound and secure. Cer ainly it has been found so in France, whe e millions have been invested in this way by those of the humblest positions, as well as by those of higher monetary standing,

Sound Finance—

The experimental stage is long since passed—though as a matter of fact there was never anyt ing experim ntal about them, and the Continental inv stor would as soon think of questioning their validity and secu ity as he would of ca ling in question the integrity and hon our of h s own household.

No, the simple fact remains that the astute brains of the great financial aut'orities of the leading Continental coun'ries have evo ved a form of investment for the welfare of the majority of their people, whereby not only is direct stimulus imparted to thrift and industry, but the monetary condition of the people is immensely improved.

The Oriental Investor is not taking an unknown path in making up his mind to adopt Premium Bonds as his best Savings Account Investment, he is only following the lead of the careful Continental Investor who takes advantage to the utmost of the opportunities which these Bonds afford him.

The I.S.S. has made it possible for a Person living in the Orient to have the same opportunities and advantage of investing in Premium Bonds as the Continentals have in Europe. You have here in the *International Savings Society,* a Local Society, organized and Incorporated in 1912, under the French Legal Ordinances of July 24th, 1867; and August 1st 1893, and now grown into a monument of SUCCESS, SOUND FINANCE and SECURITY.

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The I.S.S. Premium Bonds are of $2,000.00 denomination and the small monthly Premium of $12.00 places them within reach of all. You are *regularly saving* this monthly payment, all of which *will be returned* to you with a profit and each month you have the added opportunity of participating in the Drawing from which you may be returned a large sum that will be paid to you in cash and not deducted from the value of your bond.

If you have not a BOND **can you afford to delay longer? START YOUR SAVINGS ACCOUNT BEFORE JUNE 14th, and your Bond will participate in the Drawing on the 15th. It may be that your Bond will be one of the many to receive a large return from this drawing. Send in your name and address, or better still, PHONE 3929 and you will receive your Bond in time for the June Drawing.**

$17,700,000.00 BONDS IN FORCE MAY 30, 1919 $17,700,000.00

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French Municipal Council	Shanghai Waterwork's	Cercle Sportif
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On January	15th, 1915	$ 12.00
„ September	15th, 1915	$ 150.00
„ October	15th, 1915	$1,525.00
„ November	15th, 1916	$2,000.00
	Total	$3,687.00

The Bond was then cancelled as more than its full value ($2.000) had been redeemed and the holder received further the 2 years Surrender Value to his credit.

Smiles from the Mixed Court

After telling the pawnbroker all about his two dying wives and several suffering children and how hard luck had dogged him since birth, Wong Ching-vung dejectedly threw several articles of clothing on the counter and told the proprietor to do the best he could.

It was his entire wardrobe, barring the scant camouflage which the law made it necessary for him to retain, and had been in the family for years, Wong told the sympathetic listener, scraping away a tear with his knuckle. He hated to part with the garments, and would never have considered doing so were it not that he knew he could rely on the noble, honorable and large-hearted ruler of this establishment to hold it as a sacred trust.

The pawnbroker told Wong how deeply he felt for him and his stricken family and said that the touching story of their affliction moved him to offer 40 cents, small money, for the jacket and trousers. He was going outside of good business principles, but in this instance he felt that he ought to be philanthropic.

Wong suggested that this was dealing in philanthropy on a pretty narrow margin but the proprietor was not convinced and the caller shrugged his shoulders resignedly and extended his palm. The pawnbroker slapped two 20-cent pieces on the counter and turned to stow Wong's outfit on the shelf. As he turned he thought he saw the other make a couple of swift passes over the board. Then Wong called to him, and when he had turned about began upbraiding him for trying to swindle a poor unfortunate who was unable to secure work and whose loved ones were about to foregather with their ancestors through starvation. "How so?" queried the broker. "By trying to work off a bad coin," accused Wong.

The pawnbroker examined the coin. Sure enough, it was obviously highly non-negotiable. He handed over a good one and Wong departed. After which the broker, sat down and did some hard thinking.

Two days later Wong came beaming into the pawnshop. He invited the proprietor to rejoice with him. Fortune had at last smiled. The forty cents had been the turning point. Now his wives and children were well and flourishing and full of rice. He had employment, and he had come to ransom his prized Sunday suit. So saying he poured four shining 10-cent pieces onto the teak. The pawnbroker observed that they fell upon the woodwork with a dull, joyless chink. Without loss of time he skidded round the counter and blockaded the door, shouting at the same time for the corner policeman.

It turned out that Wong had neither wives nor children, but only a comprehensive stock of counterfeit coins, which he said had been given him by a man in Frenchtown whose name slipped his memory. With three months of quiet seclusion ahead of him the forgotten name may recur to Wong.

Business Too Good

Seemingly always in affluent circumstances, the reason for Pung Loo-sun's comfortable state piqued the curiosity of a Chinese municipal detective of introspective mind. The man never seemed to be doing anything. A few days ago the officer chanced to meet Pung in a pawnshop where the latter was endeavoring to convince a cynical looking individual that the brass pot before him was a genuine remnant of the Han vintage. The officer expressed curiosity about the relic but Pung was reticent so they went over to the station where they could talk in private. As Pung's jacket was taken by the attendant 64 pawn slips snowed onto the floor. Thus the mystery of Pung's profession was solved.

A large number of the people whose household furnishings were labelled with the duplicates of Pung's pawn tickets were located, but many of them were not. Pung told the Mixed Court that he would gladly assist in finding the owners, but the fact was he had amassed the articles so rapidly that he had become mixed up in the matter and couldn't remember where he had stolen half of them. He thought that if he were given sufficient time he could recollect a few more addresses. The court allowed him six months.

Had The Right Idea

Tai Ah-daung, skipper of a motor car, was brought into the Mixed Court on the charge of failing to obey traffic signals and trying to bribe a Sikh policeman not to report him. The Sikh testified that Tai ran brazenly past him when ordered to stop, proceeded a short distance, stopped, ran back and handed him a dollar expressed the hope that nothing would be said about it.

Tai expressed indignation. He hadn't seen any signal. When he ran by the policeman shouted and he thought he heard some remark about a fine of $1. Being a lawabiding chauffeur he came back to pay the fine. Tai was right about being fined but wrong about the amount, which was $10, as revised, the dollar being confiscated also.

MINERS AT SUCHANSK IN SIBERIA MAY STRIKE

Immediate Withdrawal Of All Allied Troops Is One Of Demands Presented

(Reuter's Pacific Service)

Harbin, May 30.—Reuters correspondent is officially informed that an inter-Allied Committee, consisting of eleven representatives, recently arrived at the Suchansk mines and posted up a notice inviting all workmen willing to express their own opinion upon the situation created at Suchansk.

The workmen summoned a meeting inviting the manager of the mines, Egoroff, the engineer, and the Allied representatives to be present. The invitation was briefly declined.

Then the workmen passed a resolution to declare a general strike, to propose that all followers of Admiral Koltchak should quit the mines within three days and to request the immediate withdrawal of all the Allied troops, including the Americans, and if the above terms were not agreed to, that they should flood the mines.

In view of the fact that the workmen of the Suchansk mines are well paid and supplied with excellent dwellings, light and fuel and consequently are interested that work should continue, it is evident that this resolution was due to the Bolsheviki who had terrorised the workmen. The prevailing opinion is that the resolution will not be carried out.

MANY GUESTS ENJOY CLUB'S GARDEN PARTY

Several Hundred Attend American Woman's Club Last Function Of Season

Several hundred members and guests of the American Woman's Club visited the Columbia Country Club Grounds yesterday afternoon between the hours of 4 and 7 to share in the joy of a genuine, old-fashioned garden party.

Tennis courts were available for all of an athletic turn of mind and muscle, while tea tables bordered the courts for those who wished to watch the game and sup simultaneously. Mrs. Harris' tea and Mrs. Macbeth's coffee were very popular, while dainty sandwiches, cakes of all descriptions and real American ice-cream were bountifully served by the refreshment committee, which consisted of Mrs. Clark, Mrs. Clapp, Mrs. Lurton, Mrs. Gregory, Mrs. Lowe and Mrs. Drake.

Music was provided indoors where the Carlton Jazz band enticed many to try the new steps or indulge in the old. Mrs. Ashley, Mrs. Holcomb and Mrs. Morriss constituted the music committee. On the verandas, Mrs. Blochymden presided over a large bowl of delicious punch of her own brew and did a rushing business throughout the afternoon.

The reception line consisted of Mrs. Lunt, President of the club; Mrs. Lobingier, Honorary President; Mrs. Wilbur and Mrs. Squires, Vice-Presidents; and Miss Ellen Jansen, representing past officers.

The social committee, headed by Mrs. R. B. Nichols, deserves special commendation for its efficient work in handling the affair. The following committees served:

Floor committee—Mrs. Stedman, Mrs. Hykes, Mrs. Bunn, Mrs. Coleman, Mrs. Davies and Mrs. Seitz; ground committee—Mrs. Gaines, Mrs. Fleming and Mrs. Page; committee on decoration—Mrs. Holcomb, Mrs. Lowe, Mrs. Vanderbeek, Mrs. Thompson and Miss Ellen Jansen.

Many guests were present, among whom were a few tourists, several Manila friends and Dr. Yamei Kin, noted Chinese woman doctor, who has been recently connected with the United States Bureau of Agriculture, and who has introduced the use and cultivation of soya beans into the United States. Some time ago Dr. Kin gave a luncheon in New York before the Woman's Club there, demonstrating the value and utility of Chinese food products to American women. She is here in the capacity of chaperone to Miss Katharine Crane Lillie, niece of Mr. C. R. Crane, who recently visited China in an official capacity.

The garden party was a delight to all club members and their husbands and friends and a most appropriate ending to a successful year's work under the leadership of the President, Mrs. W. H. Lunt.

Ceremony Is Planned For Captain Fryatt

(Reuter's Agency War Service)

London, May 26.—In the House of Commons today Mr. A. Bonar Law announced that similar arrangements to those adopted in the case of nurse Cavell are now being made with regard to Captain Fryatt.

PEKING IS AWAITING PEACE DEVELOPMENTS

Views Are Given By Delegates Who Represented Opposing Sides At Conference

(From Our Own Correspondent)

Peking, May 27.—Peking has been very quiet since Chu Chi-chien's departure for Tientsin yesterday, and there have been no new developments in the internal peace situation. The militarists have, it is true, been strengthening the garrison with reinforcements from Suiyuan and Langfang, the latter a station on the line between here and Tientsin, but it is claimed that these forces have been called in as a precautionary measure in view of the growth of the student movement.

In the meantime the Central Government is in receipt of a telegram from Tang Shao-yi stating that his presence in, or departure from, Shanghai had nothing whatever to do with the peace negotiations, which could go on without him as well as with him. He was willing to be replaced if this was for the best interests of peace, and he had but one further suggestion to make to the Peking Government, namely, that all negotiations for foreign and domestic loans should be held in abeyance until the country was united.

Chu Chi-chien told his friends before he left for Tientsin that the Shanghai Conference ought to be reconvened as soon as possible and said that he would consult at Tientsin with ex-President Li Yuan-hung and Hsiung Hsi-ling with a view to obtaining their services as mediators between the Northern and Southern extremists. It is upon the opinions of Tang and Chu, supported by the probable action of non-partisan men from both the North and the South, that President Hsu and his cabinet base their hopes of peace by negotiation; and, if the Government can effect a workable compromise within the next fortnight, it is believed here that nothing will stand in the way of such a peace.

NANKING BRINGS BIG MAIL

Bringing 757 sacks of mail and 1,555 tons of cargo for local merchants, the China Mail Steamship Company liner Nanking will arrive at the China Merchants' Central Wharf this afternoon from San Francisco. Honolulu and Japan ports. The steamer brings 52 cabin, 19 second-class and 27 steerage passengers for Shanghai. The Nanking will take on fuel oil here and leaves for Hongkong tomorrow afternoon. Upon arrival at Hongkong the steamer is under orders of the United States Government to proceed to Vladivostok for American soldiers.

Shows Hindenburg Mixed In Politics

Berlin Paper Prints Letter In Which He Warned The Kaiser Against Socialists

Now that the name of Hindenburg is being used as a sort of rallying point for those forces in Germany that hope to bring back the Hohenzollerns through the aid of an army organised by the old Field Marshal for the ostensible purpose of defending the eastern border against the Poles and the Bolsheviki, the anti-Junker elements are seeking to show that, instead of having always played the role of a "simple soldier," von Hindenburg was considerable of a politician and an arch reactionary.

Some time ago Herr Strobel, a leading Socialist who was Premier of Prussia for a short while after the revolution, asserted that the Government was in possession of a letter written by Hindenburg to Wilhelm II. that would prove the contention of the Liberals. This letter has since been printed in Die Republik of Berlin. It was written January 7, 1917, in answer to the transmission to Hindenburg of some information obtained from P. Kunowsky, a Russian pole, and other sources, regarding the prospects of making a separate peace with the Tsar. Hindenburg advised Wilhelm II. to get in touch with the political leaders of the people, and closed his letter as follows:

"I hope Your Majesty will allow me to say a word about the Social Democracy. The Social Democratic tendencies are, in truth, not nearly so widespread as might be supposed from the showing made by their leaders and the consideration they enjoy. In the beginning of the war the Social Democratic part of the working class population broke away from its leaders in general, so that the latter had to fall into line. Unfortunately the Government did not undertake to take over the leadership. So the leadership mass has gradually drifted again into the hands of the Social Democratic chiefs. But these are today more than ever 'me-tooers.'

"But there are already dangerous signs of growth to be seen. The Social Democratic Working Group [the eighteen Reichstag Deputies who broke away from the Majority Socialists in March, 1916, and laid the foundations for the Independent Socialist Party] entertains the lowest instincts and even the Social Democratic Majority is compelled, in order not to lose its influence, to plead for all the demands of its followers, no matter how silly and unjust they may be. Therefore, although a Social Democratic danger does not exist at present, still it is high time for the Government to lighten the reins.

"The greatest worry at present is as to how the feelings of the people are working. Their sentiments must be raised or we shall lose the war. Our allies also need to have their backbones stiffened, or there will be danger of their dropping out. Besides, it is necessary to solve the most serious internal problems of economics and the most important questions for the future, the food policy, preparations for the transition to peace, &c. The question arises if the Chancellor [Bethmann Hollweg] is in a position to solve these problems—and they must be solved correctly or else we are lost."

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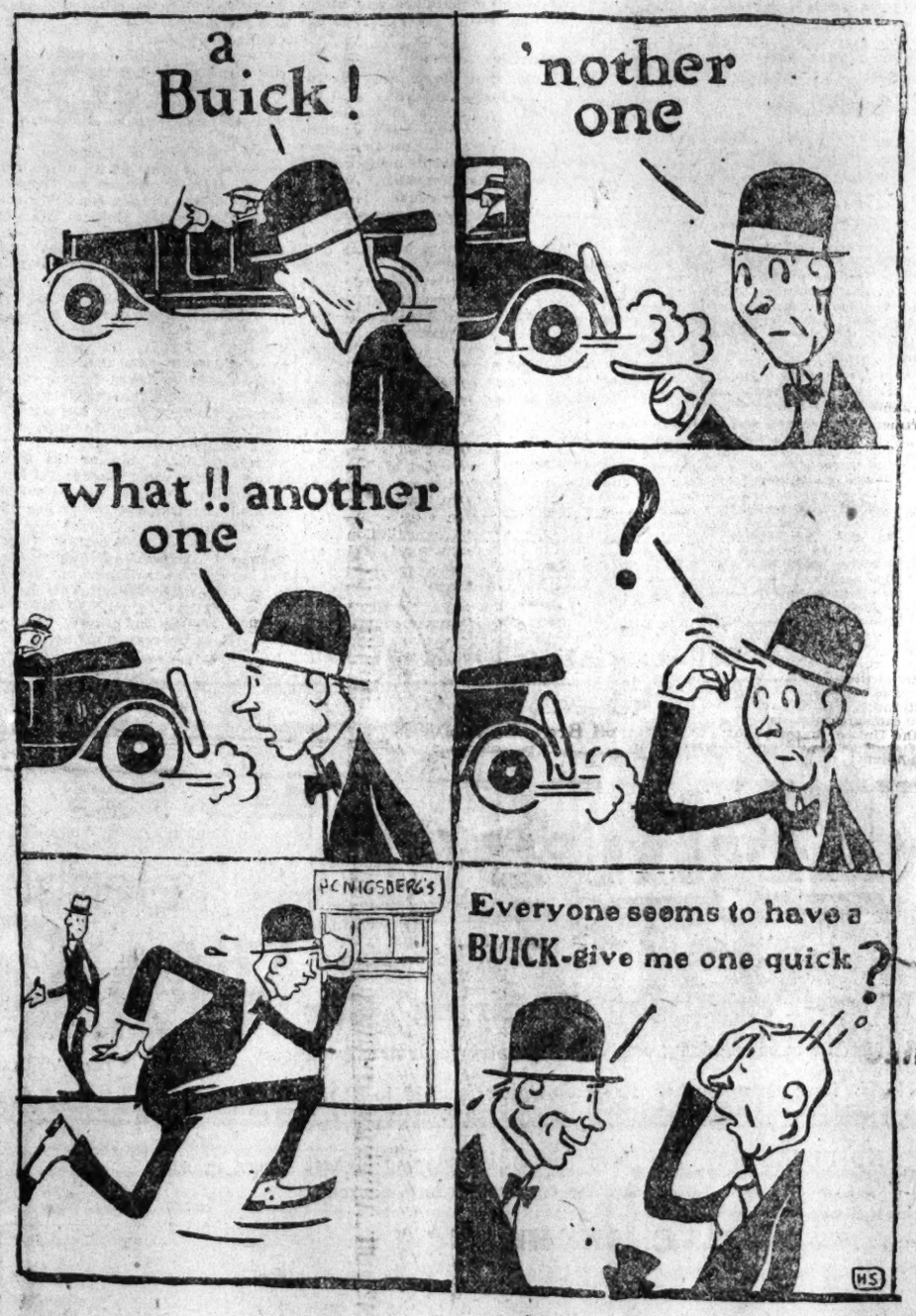

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Is Man Loquacious And Woman Silent—or What?

Resuming Debate On A Subject That Doubtless Occasioned Considerable Heated Discourse In The Fragrant Fields Of Eden

This is no attempt at paradox. It is serious. In these after-war times they are going in for elementals at home. What more elemental than that? The New Republic started it. In one of its recent issues was printed a debate on this subject between Mrs. Alice Duer Miller, a feminist writer, and Francis Hackett, one of the editors of the paper. Since then the same subject has warmed many a column in the American papers. Below is reprinted the debate. Read it and decide for yourself. Our own vote is for Mrs. Miller. Occasion has been taken heretofore in these columns to indicate the opinion that as a sex the male is a grand fizzle.—Editor THE CHINA PRESS.

Silent Woman: Her Claim

A friend of mine—in fact to be open, an editor of the New Republic—once told me that he should become an anti-feminist if, in general conversation where topics of public interest were under discussion, intelligent women continued, as now to sit silent and let the men do all the talking. Why do they do it? he demanded. Why do women feel no obligation to contribute to such talk?

My heart sank, as your heart does sink on first hearing a criticism you know is going to turn out on examination to be just. My friend was right; women do not take their part in conversation on serious subjects. Why?

But, the answer I find is very simple: women do not talk because men will not listen to them.

The really interesting question is, why will not men listen? Some people will say off hand that it is because women have nothing to say worth hearing, but let us put these reactionaries out of court. Others tell me that the feminine temperament allows itself to be dominated by the male, and whatever its intellectual skill, gets wiped out in the rough and tumble of general conversation, just as whatever its manual dexterity, it would get wiped out in a physical fight. A woman I know offers still another explanation; she says that women do not put their ideas into solemn enough, heavy enough, boring enough form. "Think of the forms men have invented for letter writing," she says. "They actually like the yours-to-hand-and-contents-noted style. Do you think the average office would pay any attention to a letter that began 'got your letter and oddly enough read it'?" In confirmation of her theory she likes to go on and tell how in a mixed group the other day presidential possibilities were being discussed, and she, who had had some opportunities of hearing inside gossip, said: "Henry Gould Pitts is going to be a candidate." No one answered, no one commented, no one paid any more attention to her than if she had made an irrelevant remark about the weather. But, after a few minutes, one of the men said this:

"I should not wish to be quoted, but I do not mind saying in such a group as this, that I have been reliably informed, although of course it would be impossible at this time to put more than a minimum of dependence on any information, however reliable its source, that—(pause)—Henry Gould Pitts is to be a candidate."

An electric thrill ran through the audience; many of the men asserting that the idea was an entirely new one to them, and that they had never before heard Pitts' name mentioned in this connection.

"Oh, yes, my dear," my friend adds, "they like to be bored; they think it's frivolous to put their minds on anything unless it's tiresome. Look at their special man-made institutions—the pulpit, Congress and after-dinner speaking."

There is probably something in her idea; but to my mind the true explanation is even simpler. Men hate to listen, but regard it as the necessary price of being listened to. The reason they don't listen to women is that they don't have to. They have to listen to other men, who shout, interrupt or sulk if not listened to. It seems to be a real sex difference. Men would rather be listened to than liked. Women would rather be liked than listened to. Most people get what they want most.

ALICE DUER MILLER.

Loquacious Man: His Answer

Mrs. Miller believes that women are "people." She seems to deny that man, too, are "people," and not necessarily all of a kind. Men shout and sulk and interrupt? Can you hear Colonel House shouting or see Bernard Shaw sulking? Can you imagine the silken Arthur Balfour jumping down anyone's throat with interruptions? Won't Mrs. Miller please move over and make a little room for men, or some men, inside the human race?

What would happen to a man in feminist circles who said this: "Women would rather be liked than listened to?" Anyone who has heard or even seen the Boss of New York, Miss Mary Garrett Hay, knows just exactly how universal this Law of the Shrinking Violet is. And can anyone imagine Miss Thomas of Bryn Mawr saying, or thinking. "I'd rather be liked than listened to"? I've known some chorus girls (two) of rather limited powers of conversation. They would rather be liked than listened to. But they were exceptional. Even at the risk of arousing displeasure, I confess out of my own experience, women persist in addressing me. Particularly when I am working. I wish I knew more women who'd rather be liked than listened to. Have I picked the Xantippes and George Eliots and Christabel Pankhursts? Miss Christabel Pankhurst, I give my word, would rather be listened to than eat.

But, Mrs. Miller says, men are solemn, men are heavy, men are boring. Men? Anatole France? Gilbert Murray? Colonel Roosevelt? Max Beerbohm? German men? French men? New Republic editors? Or—just men? It is an extensive sex.

American men whose business it is to discuss topics of public interest have their own manners, I admit, in pursuing their life of discussion. They are not the manners of well bred social intercourse. Such business men—and they are business men—early dicard the practice of sympathetic personal attention, if it was ever in their nature or in their breeding to bestow it. There can be no real hospitality without such sympathy, but when they meet people at lunch or dinner these professional inquirers are not extending hospitality. They are meeting to exchange news and ideas.

Their notion of conducting this exchange is open to the change of being much too arbitary and harsh. They tend to divide people into the important and the unimportant. They are intolerant and unresponsive unless the conversation is likely to help them in their business. They believe that more is to be gained by non-genial or at most semi-genial inquisition than by more delicate provocation and stimulation. But the mistake is to identify such meals with hospitality. These luncheons and dinners have only an appearance of social intercourse. They are devised because they provide a convenient arrangement for general publicist conversation. In the case of true hospitality personal intercourse is destined to be promoted by the imagination and tact of the host. Whether conversation becomes general or not, the host or the hostess sees to it that every personality in the company is, in the simplest of all phrases, made at home. But among American business men—whether their business is politics or writing or handing down the word of God or teaching or practising law—there is no living conception of such tact and imagination, and no such respect for personality, especially diffident personality. It seems a waste of time. Instead of that permeation of goodwill which is the essence of hospitality, the visitor is provided with more or less willing auditors, and if he has anything to say, he is supposed to know enough to shoot. Once the ordinary barbarian awkwardness is overcome, he usually does shoot. He may want to talk about income tax or dry farming or rural credit or the Omsk government or the merchant marine or syphilis. So long as he carries the discussion a little ahead of the daily newspapers and a little above the ponderosity of the encyclopaedia, he is very likely to get away with it. Quite often, even on a "dull" topic, a man who is alive may ignite another man, and a profitable discussion reward the listeners. And of course no matter how dull it is you can always go on eating bread.

Personally I prefer the host-and-guest equation to the equation of hare-and-hounds. I think a skillful host or hostess, even if burdened with brains, can do infinitely more with a guest than the hungriest pack of inquisitors or listeners. But public topics breed public men, and public men must be as handy as public telephones. Everyone knows the bright glad impersonal stars of a new hotel lobby or a great railway station. When a public man presents this aspect to a set of his contemporaries, they know that he requires no sympathetic evocation. Mrs. Miller is right about his entire class, he'd rather be listened to than liked.

This does not touch woman's silence during general publicist conversation. When a well bred person, man or woman, finds himself projected into a world of such impersonal practices, he usually shrinks. The woman commonly takes refuge in a busy private conversation with her neighbor. All around, as she conceives it, a rough-and-tumble conversation is taking place, with great hulking men dominating and being dominated, and shouting and interrupting and sulking. While she, Victorianly enough, is content to have a quiet tete-a-tete. Granted that the impersonal business meal is non-friendly, specially to people without a good deal of assurance, the worst accompaniment in the world to a round-table conversation is this single anarchic tete-a-tete. The Victorian lady, in other words, is just out of place on such an occasion. If she is going to remain, she ought to surrender something of her sovereignty and try to join the league.

In round-table talk, must women be out of it? Only when they cling to their unfulfilled social expectations. When the occasion is genial, and the round-table is guaranteed against the egoist and the man with any purpose save a genial purpose, the conversation is quite as often in the hands of a woman as of a man, and the brute male has no advantage whatever. When the purpose is not primarily genial, the woman is always handicaped if she have the wrong presumptions. But when she gives up those presumptions in her own desire to convert her rude and unchivalrous audience to suffrage or Bolshevism or intervention in Russia, the big reasons for such unsocial occasions are at once perceived.

There are men and women to whom unsocial sociality is impossible, who invest their least human contact with the warm clasp of their nature. But to ask this affluence of public men and their luncheons and dinners is to ask for unlimited personality and style. If personality and style were as common as that, we should scarcely need public men or have public questions. Perhaps public men with their meager manners and public questions with their huge impedimenta are only the solemn, heavy, boring preliminary to the days when everyone will be listened to and everyone liked.

FRANCIS HACKETT.

SCHOLZ TELLS OF TALK WITH CHINESE PREMIER

American Newspaper Man Learns That Government Favors New Consortium

(From Our Own Correspondent)

Peking, May 28.—The following review of a personal interview with the Premier Chien Nung-hsun has been handed to your correspondent by Mr. Emil M. Scholz. Mr. Scholz was publisher of the New York Evening Post up to last year, when he sold out his interests in the Post to join the United States army. The armistice was signed the day after he obtained his commission, and he accordingly took advantage of his freedom from newspaper ties to make a journey around the world. Mr. Scholz has spent six weeks in Japan and about a fortnight in Vladivostok; he is now in Peking, studying political conditions and the newspaper business, and expects to leave for Shanghai next week:

The Premier of China, Mr. Chien Nung-hsun gave me the courtesy of an interview and was direct in his discussion of some of the important topics agitating China at present.

I asked, "What is the attitude of the government towards the consortium and if there are any objections what is the basis of such objections?"

Premier Gives Views

He said that the Chinese government was in full sympathy with the idea and was anxious to do everything possible to hasten the arrangement and hoped that an immediate advance loan would be made subject to the final arrangement decided upon by the consortium. The fact that the consortium was proposed by America and that American capital will greatly participate was exceedingly gratifying.

When asked the question as to what the government would do in the event that the Shanghai conference failed, he expressed the opinion that the failure of the conference would not leave the matter in a hopeless light and he felt sure that some form of understanding would be arrived at soon satisfactory to all concerned. He said further that the eight demands presented by the constitutionalists were out of the question, particularly the one relating to the provisional presidency of the present incumbant in view of the fact that the present constitution has been in force for several years already.

Asks About Suffrage

I asked him what his views were in the matter of woman suffrage and he expressed his personal opinion in favor of granting the ballot to women and the recognition of woman suffrage in America and the growth in England was a strong argument in its favor with the Chinese but it will come slowly and the women will have to be educated up to the higher standard of thinking but it will unitimately come without question.

Relating to the Shantung matter he said that the recognition of the Japanese demands by the peace conference in Paris was a great disappointment to the Chinese people and that the sentiment was undoubtedly deep seated with all classes. However, the Chinese still have great faith in America's influence in the matter and they have a keen appreciation of President Wilson's efforts to help the Chinese people.

The Premier laid great emphasis on the need for better means of communication between China and America and the desirability of the American press paying more attention to Chinese affairs in order to give the American people a sympathic touch with the great needs of China in their moral and political uplift.

China Political Notes From Chinese Press

General Tsao K'un's troops stationed in Paotingfu mutinied Thursday, but the mutiny was quelled and the city is now quiet.

Following the note addressed to the Ministry of Foreign Affairs by the American Legation, it is understood that the publication of the Yi Shih Pao will soon be allowed to be resumed.

The Ministry of Education has extended the time of its ultimatum to the student strikers to Tuesday in view of the Dragon Boat Festival.

Mr. Hu Wei-teh, Chinese Minister to Paris, cabled that he is returning to China with the full and final text of the peace treaty as presented to the German delegates for signature.

A censorship has been established at the Peking Post Office.

In reply to the British Minister, Sir John Jordan, the Ministry of Foreign Affairs stated that important steps are being taken for the prohibition of the opium traffic in Shensi. A commissioner has already been sent to co-operate with the local authorities to carry out the restrictions. As soon as the final report of the work reaches Peking, the British Legation will be asked to send a representative to inspect the conditions.

According to a telegram from Tuchun Li Hao-chi of Fukien, the Southern forces in Fukien are showing signs of activity. The Joint Bureau of the General Staff and the Ministry of War has ordered him to take stringent precautions at points of contact such as Yuchi and Tehua.

Chinese Y.M.C.A. Has Program Tomorrow

Will Hold Varied Celebration Of Dragon Boat Festival On Its Grounds

A musical, dance and gymnastics program will be presented by the Chinese Y.M.C.A. tomorrow afternoon at 2 o'clock at the Association playgrounds on North Szechuen Road Extension to celebrate the Dragon Boat Festival. One of the most interesting features of the program will be a baby show. Entries for the show were concluded yesterday and a large number of proud parents will wheel their children to the compound tomorrow.

Old fashioned boxing by the exponents of this art from the Chin Woo Athletic Association, folk dances and gymnastics by the Normal School for Physical Education and the Ai Kuo Girls' School and an exhibition of work done at the Institute for Chinese Blind are interesting items to be presented, while the stunts of the association members and the concert by the band of the Anti-Kidnapping Society will complete the program.

The celebration will conclude with the award of the prizes to the parents of the winning babies.

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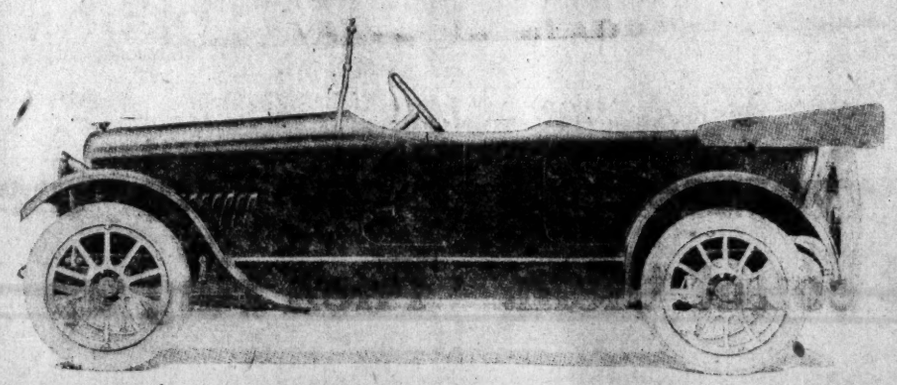
Five-Passenger Touring Car

THE ELGIN SIX affords maximum riding comfort on country roads or city streets.

IT IS ECONOMICAL in consumption of fuel, averaging from 18 to 22 miles per gallon on gasoline, depending, of course, upon the weather and road conditions.

ITS STRENGTH AND DURABILITY have been proven by winning highest honors in some of the most gruelling and stamina-testing contests it has entered.

"VALVE IN HEAD"



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5% Discount for Cash 5%

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Quart Size . . $3.60 per doz.

Pint Size . . . $3.20 „ „

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Wherever there is work to be done with efficiency, a staff to keep keen and cheerful, and customers to attract, there good lighting is a vital necessity.

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Consulting Engineers & Electrical Contractors

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"THE COCKTAIL GIN"

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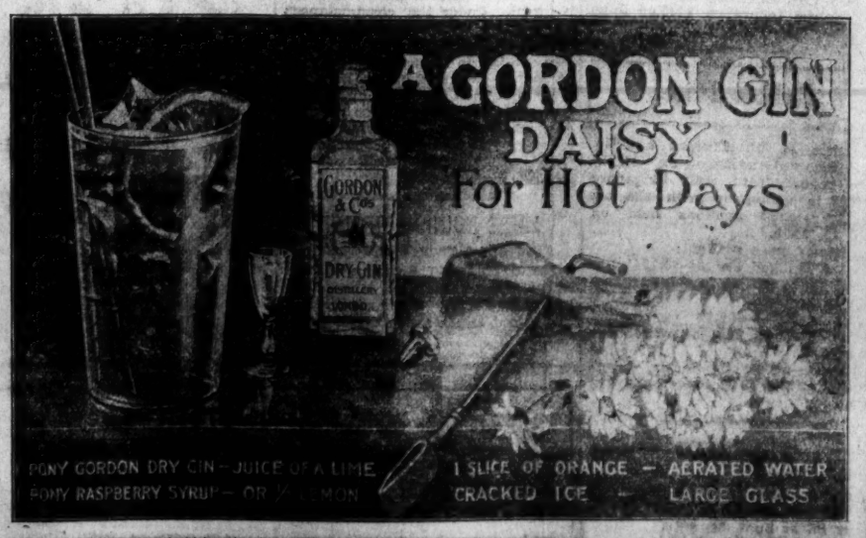
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DAISY
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GORDON & Co's
DRY GIN
PONY GORDON DRY GIN — JUICE OF A LIME
PONY RASPBERRY SYRUP — OR ½ LEMON
1 SLICE OF ORANGE — AERATED WATER
CRACKED ICE — LARGE GLASS

Fiancial And Commercial News

Exchange and Bullion

Shanghai, May 31, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/2=Tls. 3.87
@ exch. 74.5=Mex. $5.19
Gold Dollars: Bank buying rate
@ 120=Tls. 83.33
@ 74.5=Mex. $111.85
Mex. Dollars: Market Rate: 74.25
S'hai Gold Bars: 978 touch Tls. 264
Copper Cash ..... per tael 1832
Native Interest ..... Tls. .03

Latest London Quotations

Bar Silver ..... 52½d.
Bank Rate of Discount 5%
Ex., Paris on London .... Fr. 29.86
Ex., New York on London G. $4.64½

Exchange Closing Quotations

London ..... T.T. 5/2
London ..... Demand 5/2½
India ..... T.T. 310
Paris ..... Nom. T.T. 775
Paries .... Nom. Demand 778
New York ..... T.T. 119½
New York ..... Demand 119¾
Hongkong ..... T.T. 68
Japan ..... T.T. 43
Batavia ..... T.T. 299
Singapore ..... T.T. 45½

Banks Buying Rates

London ..... Demand 5/3
London .... 4 m/s. Cdts. 5/4
London .... 4 m/s. Docy. 5/4½
London .... 6 m/s. Cdts. 5/4½
London .... 6 m/s. Docy. 5/4¾
Paris ..... Nom. 4 m/s. 850
New York ... o/d Docy. 121
New York ..... 4 m/s. 126½

Roubles Exchange
Today's Bank Buying Rate
For Roubles

Roubles 2,600 ..... =Tls. 100
Roubles 100 ..... =Mex. $5.00

Customs House Exchange Rates
For May

Hk. Tls.	3.50	@ 5/0½		£1
„	1	@ 703	Francs	7.33
„	0.77	@ 116¾	Gold	$1
„	1	@ 43¾	Yen	2.54
„	1	@ 15	Rupees	4.19
„	1	@ 1.50	Mex.	$1.50
„	1	@ —	Roubles	—

Shanghai Produce & Stock Exchange Transactions

Shanghai, May 31, 1919.

BUSINESS DONE

Japan Government Bonds 5%:
Tls. 37.50 June
Tls. 38.05 July
Japan-China S. and W. Co:
Tls. 25.70 June
Tls. 26.20 July
Shanghai P. and S. Exchange:
Tls. 22.80 June
Tls. 23.20 July
Local Yarns:
Water Moon 16's Tls. 174.50 July

Stock Exchange Transactions

Shanghai, May 31, 1919.

TODAY'S QUOTATIONS

Official

S.M.C. 7% Debs, 1917 @ Tls. 94.00 Sept.
Yangtszepoo Cotton Tls. 12.25 June
Shanghai Cotton Tls. 184.00
Anglo-Javas Tls. 7.50
Padang Tls. 9.50
Shanghai Pahang Tls. 1.00
Hongkong and Shanghai Bank $635.00
Shanghai Gas 6% Debs. @ Tls. 75.00
Yangtszepoo Cotton Tls. 12.80 Sept.

Unofficial

Langkats: Tls. 19.50 cash
Tls. 21.50 September C. N. I.
Yangtszepoo Cotton Tls. 12.15
Tanah Merah Tls. 0.75
Chemors Tls. 9.92½
Shanghai Seremban Tls. 0.50
Consolidated Tls. 2.50
Shanghai Kelantan Tls. 0.40
Dominions Tls. 6.00
Ewo Cotton (Ord.) Tls. 260.00
Yangtsze Insurance $245.00 June

Rubber Prices

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on May 28, 1919.

Average price realised:

No. 1 Smoked Sheet—$0.73½ per pound equivalent to 1s. 9d. ex warehouse Singapore.

No. 1 Crepe—$0.77 per pound equivalent to 1s. 10d. ex warehouse Singapore.

Market quiet: tendency downwards; offered 844 tons; sold 618 tons.

BAR SILVER

Reuter's Service

London, May 23.—Today's Silver prices were as follows:
Bar Silver Spot, 5s. 0⅜d.
Forward, 5s. 0⅜d. steady.

Harvie And Gibbon Votes To Liquidate

An extraordinary general meeting of shareholders of Messrs. Harvie and Gibbon, Limited, was held at the offices of Messrs. Seth, Mancell and Company, 38 Kiangse Road yesterday. Mr. George R. Grove presided and was supported by Messrs. A. H. Mancell, H. M. Cumine and G. H. Keeble.

The following resolutions were passed:

That it is desirable to liquidate the Company, and accordingly the Company be wound up voluntarily, —Proposed by the Chairman and seconded by Mr. A. H. Mancell.

That Messrs. S. A. Seth and A. H. Mancell, public accountants, jointly and severally, be and they are hereby appointed liquidators for the purpose of such winding up—Proposed by Mr. A. H. Mancell and seconded by Mr. H. M. Cumine.

The resolutions, having been passed by the requisite majority, will be submitted for confirmation as special resolutions to a further extraordinary general meeting which will be held at 11:45 a.m., Wednesday, June 18.

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their latest Weekly Cotton Report:

China Cotton.—The market has again been active during the past week, with violent fluctuations, causing considerable nervousness throughout the China cotton markets. The steady undertone during the early part of the week brought about an over-sold condition from which we had a sharp reaction, started primarily by the sharp advances in Mid-Americans, in consequnce of which our market responded in sympathy the movement was rendered more vigorous by the covering of shorts, together with the continued small movement of commitments from the interior marts and a good demand from Japanese and local spinners.

It is unnecessary to look for any more potent cause for the abnormal strength than the healthy condition of the world markets, and it is rather a matter of comment that the week's sensational developments have not been more far-reaching in their effect upon the staple. The market, however, has been for sometime in the process of discounting a situation, the unmistakable forebodings of which were long apparent, so that the effect of its realisation was more poignant.

Under the circumstance, therefore, we continue to feel that the outlook is in favor of higher prices, and think that declines should for the present be looked upon in the light of temporary reactions. Tone of the market, strong.

Messrs. J. Spunt and Co. report as follows:

China Cotton.—The market for raw cotton during the week under review has been very firm, and considerable quantities have changed hands at enhanced rates, closing quotations showing an advance of Tls. 3½ per picul on last week's rates. Our mill friends have been prominently identified as large buyers on the market and have no doubt digested our sound advice to cover their outstanding requirements and be assured of a good profit on their yarn. The general topic under discussion has been the startling rise in Mid-Americans which has advanced nearly 4 cents per pound during the past week, and speculation is rife as to what heights prices are likely to advance. While advocating extreme caution our sympathies are certainly on the Bull side pending such time as we receive more news from America about the condition of the new crop.

There is no doubt that immediately peace is signed a certain amount of purchases will be made for the Central Powers (if their agents have not already done so) and prices are likely to go higher, on the other hand one should exercise a certain amount of caution as prices are not by any means normal and purchases made by the Central Powers will necessarily be limited to their immediate requirements only, and if prices advance too rapidly same will doubtless prevent spinners coming in freely, and futhermore we must not overlook the fact that owing to scarcity of labor and labor troubles the world's output will not be quite as large as those of pre-war days and hence a smaller demand for the raw material. Under the circumstances while we believe that there is room for prices to go higher we would advise caution as far as China is concerned, as stocks of cotton here are large and good prospects of a large crop before us and unless a good demand springs up for exports our prices cannot follow in proportion to those of America. Tone of the market, firm.

PARIS BOURSE FIRMER

(Reuter's Agency War Service)

Paris, May 24.—The volume of business again increased on the Paris Bourse today and prices were well maintained despite some further profit taking.

Philippine New Notes

The Philipppine Independence Mission returning to Manila on the Empress of Asia were welcomed at the pier by thousands of people.

* * *

The Philippine Government plans an extensive advertising campaign in the leading magazines and newspapers of the United States in the interests of Manila cigars.

* * *

Filipino newspapers in Manila are urging that the next Far Eastern Olympic be held in Manila in connection with the celebration of the 400th anniversary of the discovery of the Philippines by Magellan.

* * *

A filipino, Vicente Carmona, has been appointed to succeed Dr. A. P. Fitzimmons as Treasurer of the Philippine Islands. Dr. Fitzimmons has been named Director of the Insular Mint. Salvador Lagdmeo, bank examiner, has been appointed Deputy Insular treasurer.

* * *

Dr. Alvin J. Cox, after 13 years' service in the Philippine Islands, has retired as Director of the Bureau of Science. He has been director since 1912.

* * *

Governor-General Francis Burton Harrison and his bride, who was Miss Wrentmore, will return to Manila on the Empress of Russia, sailing from Vancouver on June 12. Senate President Manual Quezon and Mrs. Quezon will return by the same steamer.

* * *

For the first time in history, a Filipino is acting as Chief of the Manila Police Department. While Chief Anton Hohmann is in China on vacation leave, Captain Alicid is acting as head of the force.

* * *

Plans are now completed for a systematic membership campaign which will be conducted by the Philippine Anti-Tuberculosis association during the month from June 15 to July 15. The city of Manil has been divided into four divisions to facilitate a thorough canvass.

* * *

The tobacco crop of the Philippines this year has been greatly affected by the drought. As a result, the tobacco production for 1919 will be from 40 to 50 percent less than that of last year, according to a statement by Collector Wenceslao Trinidad of the Bureau of Internal Revenue.

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.D. s.s. Harold Dollar June 6
For United Kingdom
*Per B. and S. s.s. Stentor ..June 5
For Australia
Per B. and S. s.s. Chenan ..May 31
For Japan:
Per N.Y.K. s.s. Chikugo M. June 2

MAILS DUE

From U.S. and Canada
Per C.M. s.s. Nanking ....June 1
From France
Per M.M. s.s. Nera .....June 20
*Parcels only to be sent by the s.s. Stentor.

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WIDLER & CO. CHUNGKING
SKINS
Born 1915 — Still existing

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THE TEMPERANCE BEVERAGE SUPREME
Gande, Price & Co., Agents

Noted Chinese Doctor Visitor In Shanghai

Dr. Yamei Kin, Who Comes With Niece Of Mr. Charles R. Crane, Is At Kalee

Dr. Yamei Kin, Chinese woman physician who for several years has been attached to the Department of Nutrition of the United States Department of Agriculture and who has done much to make things Chinese known throughout the United States, is a visitor here.

Dr. Kin accompanies Miss Catherine Lillie, niece of Mr. Charles R. Crane. They are at the Kalee Hotel. Miss Lillie came to China about a year ago to study Chinese after spending two years at Vassar.

While accompanying Miss Lillie, Dr. Kin is also making several investigations for the United States Department of Agriculture and will take a new variety of bean and specimens of Peking turnips back to Washington for experimentation purposes. The bean is a broad, flat variety which is planted in July and bears until the heavy frosts come. If it can be cultivated in America, it would follow the usual crops of string beans.

The turnip is a variety peculiar to Peking. It is green on the outside and deep magenta within and "will be another vegetable for the United States," Dr. Kin says.

Dr. Kin has been instrumental in furthering the cultivation of the soya bean in the Southern part of the United States. The bean is an important rotation for Southern farmers who are forced to suspend planting of cotton because of the ravages of the boll weavil. The area of the soya bean belt is gradually extending, Dr. Kin said.

The
NATIONAL PORTABLE TYPEWRITER
(Model No. 3)

Here is a portable typewriter of standard type-bar construction, with rigid, durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; has every essential advantage of the big typewriters; yet stands only 6¾-in. high and weighs a little over 9 pounds complete. The New Model No. 3 is a material improvement over all previous models in fact, a great little machine. Two colour ribbon, backspacer, easy removal of typebars, etc.

Complete with Carrying Case Mx. $75

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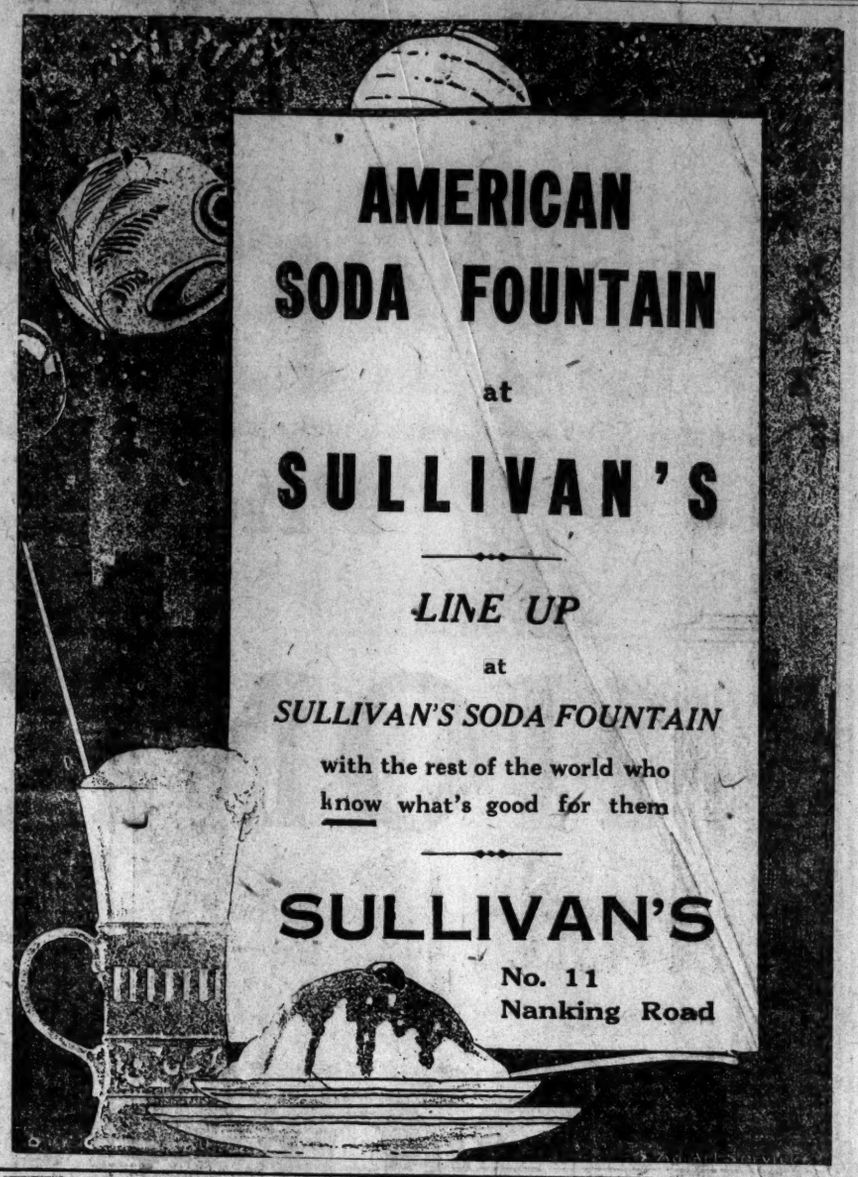
NANKING SCHOOLS STRIKE

(From Our Own Correspondent)

Nanking, May 30.—Seventeen government and missions schools of middle school or higher grades have struck today. None of the girls' schools except Ginling College are out. The strike seems to be proceeding quietly and along carefully directed plans.

(From Our Own Correspondent)

Kaifengfu, Honan, May 31.—All Kaifeng schools went on strike today despite the threats of the military coercion.



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The kind you like to wear —
that's the kind we like to sell.

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WHITE NUBUCK
WHITE CANVAS

You cannot afford to invest in shoes of unknown quality at the present price of footwear—WALK-OVERS have not been cheapened to meet a given price, old time quality has been maintained.

"You're in style all the while, if you wear WALK-OVERS"

WALK-OVER SHOE STORE
"The Store Ahead"
24 NANKING ROAD

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

GREAT ALTERATION SALE

Commencing **MONDAY JUNE 2ND**

Extensive alterations are about to be made in our store—

Remodelling of the Ground and First Floors.
Installation of two Lifts.

Opening of a new Showroom, on the Second Floor, for China, Glass and Bedsteads.

These alterations commence on June 2nd and to avoid the damage to stock which usually occurs during a period such as this we are offering

Commencing **MONDAY JUNE 2ND**

THE WHOLE OF OUR ENORMOUS STOCK AT SPECIALLY REDUCED PRICES

A Record Summer Sale

Commencing **MONDAY JUNE 2ND**

The high exchange enables us to make reductions greater than we have ever made before. Thousands of Bargains in Every Department. Our foreign staff has been augmented by new arrivals from home, assuring you prompt service. Prices marked are such that will appeal to everyone who looks for Quality and Economy.

Commencing **MONDAY JUNE 2ND**

Send for Our Eight-Page Sale List—It's yours for the asking.

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

The Shopping Centre of the City

TERMS: CASH at time of purchase or on delivery of goods

Will Germany Sign?

By Frank H. Simonds

Paris, April 18.—The announcement that the Germans are coming to Versailles on April 25 serves to indicate that the conferences in Paris are drawing to a close, that a solution has been at least sketched for the largest problems that affect Germany. Five months and a half after the armistice the Germans will be asked to sign a treaty of peace. They will be allowed fifteen days of grace, to expire on May 10, the anniversary of the Treaty of Frankfort.

Two great questions arise, still unanswered, with the arrival of the Germans in sight.

The first is:

What exactly are the terms of peace?

The second:

Will the Germans sign?

It Remains To Be Seen

Neither question can yet be answered by any evidence at hand, although in every case, so far as the peace terms are concerned, a sketch has been put out officially or unofficially. We know Germany must recognise the loss of Alsace-Lorraine; the separation, at least temporarily, of the Saar coal region; the surrender of the northern half of Schleswig and nearly, if not all, of the Polish districts of West Prussia, Posen and Silesia.

As to reparations, it has been announced in all the French papers that the French solution which would place the costs of the war—that is, the costs of rebuilding the devastated areas in France and Belgium, replacing the ships of the Allies sunk by submarines and of meeting pension charges—are to be borne by Germany. Many figures have been cited as an estimate; none seems to be exact. The sum of five billion dollars is to be paid immediately; that is, within two years. Thereafter, according to a very intricate and complicated system of computing, the Germans are to pay large sums of money, anywhere between twenty-five and fifty billions of dollars, to meet the costs of restorations and the burden of pensions.

Pawning The Rhine's Bank

Finally, German payments and performances are to be guaranteed by the occupation of the western bank of the Rhine for a long period of time, dependent upon the performance by Germany of her agreement, exactly as German troops occupied the eastern departments of France after the Treaty of Frankfort.

As a supplementary guarantee, Germany is to be disarmed, forbidden to maintain more than 100,000 troops, the Rhine is to be the military frontier. For all time, Germany is forbidden fortifications for troops west of the Rhine, while France in due course of time will retire within her own frontiers, thus leaving a zone politically German but military neutral on either bank of the Rhine, and thus insuring France against a new invasion of her territory while she is still unprepared.

There remains one single great problem, probably settled, but concerning which no details have been published: Who is to mount guard on the Rhine during the years in which Germany will have to make reparation? France and Belgium certainly, but what of Great Britain and what of the United States? How long will our troops stay there, how long will the British? What guarantees will the English give if co-operation with the French if the Rhine is passed by German troops? What guarantees, if any, have we given?

So far as affects Germany, the forthcoming preliminary treaty of peace will deprive her of between 20,000 and 30,000 square miles of European territory, inhabited by from 6,000,000 to 10,000,000 people, as well as of her colonies in Asia and Africa, amounting to more than 1,000,000 square miles of territory and from 12,000,000 to 15,000,000 people. It will disarm her. It will deprive her of her fleet. It will deprive her of her commercial marine. It will temporarily, at least, deprive her of the Saar coal region and it will place upon her a burden of between $25,000,000,000 and $50,000,000,000 to be paid as a reparation for her crimes in her war of aggression.

What More The Huns Lose

Germany will lose her subject populations in Europe—that is, the people of Alsace-Lorraine, the Danes of Schleswig, the Poles of the Eastern provinces. She may ultimately be permitted to annex the German provinces of Austria, but this remains problematical, and there are many Germans who oppose such annexations, since it would raise for Germany many difficult questions. In sum, as a consequence of her attack upon the world Germany will find herself disarmed, her economic machinery practically destroyed, so far as world markets are concerned, the iron districts of Lorraine, the coal districts of the Saar and the industrial regions of Upper Silesia gone. She will have paid the greatest price any country has ever paid in history for what must be reckoned the greatest offense against civilisation of all time.

Now, brought face to face with these terms, will the Germans sign, or, following the example of the Russians at Brest-Litovsk, will they refuse to sign and offer passive resistance? Again, if they sign, will they sign in the spirit they signed the armistice and then, as in that case, oppose every conceivable obstacle to its performance, compelling new efforts, raising new disputes, seeking to postpone payment until Great Britain and America are eliminated from the continent and France and Belgium stand alone in the presence of a superior enemy? Equally interesting is the question whether modern Germany will follow the example of Prussia after Jena, and evading the provisions of this treaty as Prussia evaded the provisions of the Treaty of Tilsit, arm herself for a new struggle and seek to revive the traditions of Leipzig and Waterloo. These are great concerns for the future.

Wherein The Terms Are Weak

The weaknesses of the terms which stand out at the present time are to be found in the innumerable list of questions out of which disputes can and must arise. The Saar Valley solution is one of the most intricate of modern documents, recalling that Algeciras convention which was a prelude to Agadir, and half a dozen Balkan settlements which led without delay to new unsettlements.

When peace with Germany is signed, on or about May 10, assuming the Germans do sign, there will remain all the great questions of the East and of the South, ranging from Russia to the Persian Gulf, few of which have been more than opened so far. Only the Italian boundaries and claims are sure to be settled by the time German difficulties are out of the way, but at least and at last there seems a real possibility that we shall be at peace with Germany again within a month and that the main business of the peace conference will thus be liquidated, although the map of Eastern Europe and Western Asia will be still unmarked.

ENGLISH LABOR LEADER TELLSPOST-WARDEMANDS

Mary MacArthur Says Not Rebuilding But Reconstruction, Is Necessary Now

New York, April 23.—Miss Mary MacArthur, English labor leader, made her first public speech since her arrival in America at a dinner of employers and employes of the Greenwich Village district, held at Greenwich House, 39 Barrow Street, last night. The present demands of labor and how they might be met through the introduction of democratic management in industry was the subject discussed. Mr. Abram I. Elkus, chairman of the State Reconstruction Commission, was the first speaker. The presiding officer was Mr. Arthur A. Zinkin, head of the vocational department of the War Camp Community Service, under whose auspices the meeting was held.

"Reconstruction is much too mild a word to use in discussing the situation in England today," said Miss MacArthur, who was introduced as the leading figure of the women's industrial movement in England. "We feel that not only the material world, but the world of ideas is in ruins and that it is not so much reconstruction as rebuilding all over again from the very foundations that we must get at. Labor in England is demanding not merely a new status, but a new status in a new world."

The Whitley councils, which Miss MacArthur charactorised as an attempt to meet this demand of labor by giving the workers a share in the fixing of the conditions of work, were, she said, already becoming "old-fashioned" in England. English labor, she said, demanded more than that. It wants its full share in industry as a whole throughout the country.

Labor Wants Full Share

"The Whitley councils have a certain danger in them," said Miss MacArthur. "They would be effective in a water-tight organisation. They could be used in well organised trades as a step toward something else. But they are distinctly dangerous in the unorganised or semi-organised trades.

"The unit of the Whitley councils is the works committee a very different thing from the shop stewards committee. The shop steward represents his branch of his union in the works. He has behind him the central office of his trade union. Each craft has its shop steward in the factory, and these stewards get together and form the shop committee. The works committee, on the other hand, has on one side the representatives of the employers, and on the other, men and women elected by the workers for all sorts of reasons. The latter must pit their brains and wits against those representatives of the employers whose job and profession it is to sit on this committee. The result is the workers cannot hold their own. They are soon thought to be sitting in the employers' pocket, and lose any good will of the workers which they may have originally had. It is the same danger that exists when any big combine gets together.

Three-Sided Problem

"The industrial problem is not a two-sided one but a three-sided one, in which the state and the community are affected. The old idea of leaving the employer and employe to fight it out has gone by in England as was shown during the war. It is the welfare not of a special group, but of the community as a whole that matters, and the state must have a voice in it. The motive must be a public service, and this cannot come about so long as industry continues to be conducted for private profit.

"The old conception of state Socialism was seriously injured during the war," Miss MacArthur continued. "We had some of it—the Lloyd George brand—and didn't like it. It was like an army of controllers let loose. At one time there were seven different controllers of fish products in England and no fish. The system of the personal controller is absolutely discredited with us. Even Sidney Webb will agree that any new conception of Socialism must be one in which there is democratic control, though there are as many brands of guild Socialists in England as there are guild Socialists.

Two Parliaments Needed

"We feel in England that we must have two Parliaments—one in which the workers sit as workers, and another in which the workers sit as citizens—one in which the people are represented as workers and the other in which they are represented as consumers. England at the present time is standing almost at the parting of the ways. Fundamental changes have to come in which every worker will feel himself a citizen in every sense of the word, and in which the fruits of labor will be equally distributed."

Ordway Tead, of the Bureau of Industrial Research, speaking on how the present demands of labor can be met in America, said one of the next and most crucial steps to be taken in the American industrial movement was to see to it that bargaining between labor and capital did not stop at wages, but was carried on to the amounts of work to be done.

"We have to meet the demands of labor on increased productivity," said Mr. Tead. "To do this we must see to it that we are bargaining about units of work to be done as well as the pay to be received. This would preferably be done on a joint basis as we now have collective bargaining on amounts of pay.

"Labor in this generation will not be contented with the demands for better conditions of work," he continued. "It will demand an increase in its share of the net earnings from industry. Gradually, therefore, the profit that capital takes out of industry must be reduced. Labor's demands sooner or later will encroach upon capital's demands, and capital's demands must gradually decrease until we can meet labor's demands on a scientific basis."

GOLDSTANDARDFORCHINA IS ADVOCATED BY ABBOTT

American Banking Investigator Believes This A Matter Of Prime Importance

Tokio, May 22.—With a belief that some way out of the present deadlock at Shanghai will be reached and that the Northern and Southern factions in China will soon be at peace, and of a conviction that a part of China's economic troubles would be solved through the adoption of a gold standard and a unified currency, Mr. J. J. Abbott is back in Japan en route to the United States by the steamer Siberia, sailing from Yorkchama on Saturday.

Mr. Abbott has spent some weeks in China investigating economic conditions as a representative of the American banking syndicate which has become identified with the new banking consortium formed recently in Paris and has been called back to New York to consult with the Morgan and other interests.

At Mukden he was interviewed by the representative of the Osaka Mainchi, who reports him as saying:

"I stayed in Japan about three weeks before I proceeded to Peking and met Premier Hara and Baron Takahashi, Minister of Finance with whom I exchanged views, and so I shall not see anybody in Japan on my way home. As regards the formation of a new four-Power syndicate, I am not at liberty to make a definite statement, but you may draw any conclusion you like from my return home.

"The present currency system in China is most inconvenient and therefore it is urgent that the gold standard be adopted. Currency reform should first be carried out at Peking, Tientsin, Shanghai, and Hankow, where the need of a unified currency is urgently felt, and then the reform should be extended to other parts of the country.

"In my opinion an amicable settlement will be arrived at between the Northern and Southern parties before long and peace will be restored.

"As to the object of my mission in China, the Japanese papers seem to be laboring under misapprehension, inasmuch as they discuss my mission as if I am aiming at the destruction of the interests of Japan. This is a very regrettable mistake, and the fact that my mission is not of such a nature is well known to Premier Hara, Baron Takahashi and the other Cabinet Ministers."

FIRST STEAMER ACROSS ATLANTIC CELEBRATED

Tablets Unveiled In American City In Commemoration Of Steamer Savannah

Savannah, Georgia, April 18.—The unveiling today of tablets on the City Hall commemorating the sailing of the Savannah, the first trans-Atlantic steamship, and also the launching of the John Randolph, will be the chief incident of the centennial anniversary of steam navigation, which is being celebrated in the city of Savannah this week with a three-day program. The celebration is also featured by historical pageantry on land and water.

It was on May 22, in the year 1819, that the Savannah, in command of Capt. Moses Rogers, put out of this port, propelled by steam engines to inaugurate trans-oceanic steamship service between the New and the Old Worlds. The trip was a complete success, for under her own propulsion the Savannah reached the port of Liverpool, England, and then proceeded to Stockholm, Sweden, and thence to the port of St. Petersburg, as the Russian capital was then known. One of the host of distinguished visitors who came to Savannah to witness the beginning of the momentous voyage was the then President of the United States, James Monroe.

Though the anniversary does not come, according to history, until next month, the great event of world history is being celebrated in this city at the present time in connection with other events which took place here about 100 years ago. The observance began on Sunday, at the Independent Presbyterian Church, with an address by the Rev. W. W. Moore, D. D., of Union Theological Seminary, Richmond, Virginia.

The unveiling of the tablet takes place at noon today. The day's program will conclude with a banquet and historical addresses at night. During today, and also tomorrow, the celebration will include a pageant on the river, with submarines and seaplanes participating. Tomorrow there will be featured a program on the Palace of Mirth, which will include a spectacle, the central element of which will be street dancing.—*Christian Science Monitor.*

To Hold Carnival At Manlia In 1920

The Philippine Victory Carnival will be held in Manila from January 31 to February 8, 1920, inclusive, according to an announcement made by Director General Morente of the Philippine Carnival Association.

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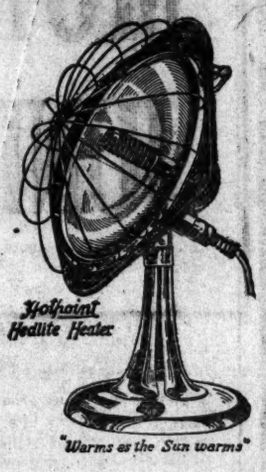

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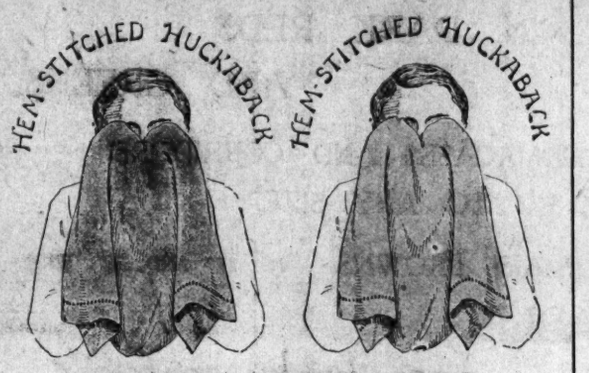

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No. 1054c	27 ins.	Usually 0.90	SALE	0.90	yard
	Brown Turkish, Red stripe.				
No. 837	15 ins.	Usually $0.40	SALE	$0.30	yard
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No. 837	15 ins.	Usually $0.55	SALE	$0.45	yard

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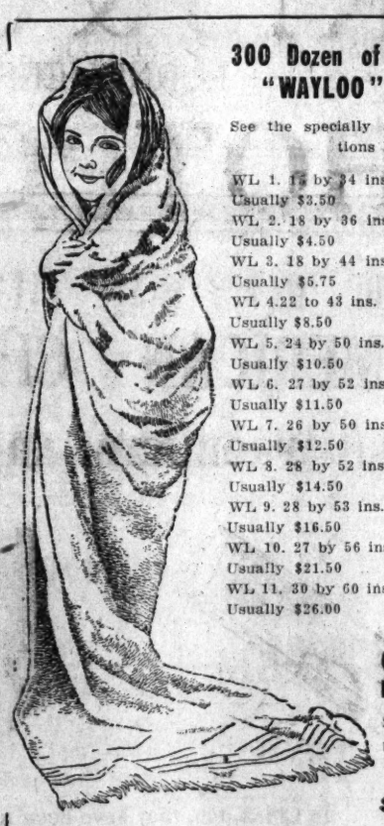

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WL 6. 27 by 52 ins. Usually $11.50	Sale $9.00 doz.
WL 7. 26 by 50 ins. Usually $12.50	Sale $10.00 doz.
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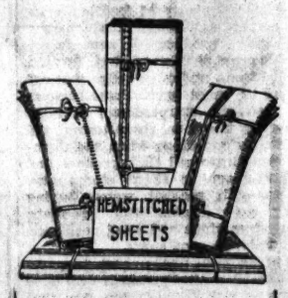

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90 ins	10	2.75	2.25
90 ins	11	2.50	1.75

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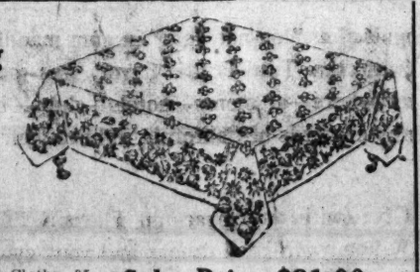

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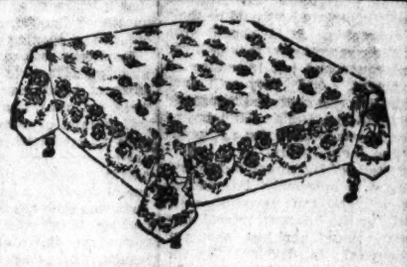

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TERMS: CASH at time of purchase or on delivery of goods

'What Did We Go Into War For?' Is Heard On All Sides In Italy

People Express Fear They Are To Lose Fruits Of Victory In Settlement Reached At Peace Conference; Discontent Is General Throughout Country

By Arthur Benington
(*New York World*)

New York, April 20.—Italy is now in a condition that may fairly be called perilous. There is no Bolshevism—at least I had been unable to find any when I left Italy last month—but the soil was fertile for it, and the extreme Socialists, whose doctrines differ but slightly from those preached by the "Reds," were busy as microbes spreading the infection of discontent and class hatred among the laboring classes and the farmers.

All Italy is pervaded with discontent. Among the workingmen this is due to uncertainty as to the outlook; they forsee the closing of factories that have been paying them high wages for war work, and the consequent widespread lack of employment. The farming classes are discontented because the men who have been serving in the army are not immediately returned to their homes—and it must be remembered that 90 percent of the Italian army is drawn from the farms. Manufacturers are sore because the Government keeps them in a state of uncertainty as to its future policy, especially as regards monopolies, announcing that it will take over as Government monopolies such businesses as that of coal and then leaving the matter "in the air;" they criticise the Government for inaction or for confused and ineffective inaction in measures intended to help the transformation of war industries into peace industries.

Everybody is discontented with the outlook at the Peace Conference. The feeling that Italy is going to be robbed of the fruits of her victory is almost universal.

"What did we go into the war for?" is the question heard on all sides. "If Italy does not get Fiume and the greater part of Dalmatia, she had better have accepted the terms offered by Austria in 1914 and saved all this bloodshed and misery," they are saying.

This last criticism is directed sometimes against the statesmen who represent Italy at the Paris conference, but more often against Italy's Allies, and especially against France. For France is held to be responsible for the effort to rob Italy of the fruits of her victory. England is respected but distrusted; France is frankly hated. The attitude of Italians toward the United States is one of gratitude, of admiration, of desire for more intimate relations, but more and more becoming mingled with regret and disappointment. For there is a feeling that we at least ought to have understood Italy and supported her claims to territories that will give her frontiers that she can defend—make her safe in her own house, as they say. Instead of which, Italians believe, we Americans have been led away by France and England and beguilded by the specious propaganda of the Jugo-Slavs. They still express the hope that in the final settlement President Wilson's vote will be cast in their favor, for they sincerely believe that he is a just and righteous man, and say that if he really understood the Adriatic question it is certain he would be their ardent champion. If he should vote against their aspirations, they will lay it to ignorance and not to malice or unfriendliness. And they will not blame him for this supposed ignorance but will hold the Italian Ministry of Propaganda responsible for not presenting the facts to him.

The attitude of Italians to the United States now is extremely interesting. Italy is not, and can never be, self-sufficient, for she has neither coal, nor iron, nor copper, nor has she yet enough capital to develop the resources she possesses. Therefore she must always be dependent upon other nations for the raw materials with which to keep her factories going and she must look to others for capital. Before the war she relied principally upon Germany for both raw materials and for development of her resources. Now she finds herself facing a three-horned dilemma: allow herself to become dependent on France, fall back into the arms of Germany, or obtain the help of the United States. She refuses to be a dependent of France for commercial and industrial dependence. Italy knows that the great French manufacturers would do anything to prevent Italy's rise as an industrial nation and as a great Mediterranean power. That, they say, is why these men did their best to prevent the downfall of Austria-Hungary and why, when they saw that this was inevitable, they backed Jugo-Slavia by paying the expenses of the Jugo-Slav propaganda, for they were anxious that Italy should always have a rival on the other shore of the Adriatic. They do not want to fall back into Germany's arms, and so they look longingly westward, knowing that dependence upon the United States for raw materials and capital will never involve political dependence. They trust America as they trust no European nation; they say to us: Here are our thousands of new factories, up-to-date, equipped with the finest of modern machinery, and full of skilled and intelligent workmen; they have been making munitions of war, but with very slight changes they can be transformed into factories of motor cars, sewing machines, agricultural implements, tools, phonographs, pianos, typewriters, cash registers, for all of which there is a great market in Italy and South America. We, they say, have not capital enough to effect this transformation; come, then, and let us form partnerships or stock companies; export your raw materials to Italy and manufacture your goods here and you will have a practical monopoly of our markets. If you try to export the manufactured articles to us, the freight and duty are so high that you will easily be undersold by Germany and France and Switzerland. Come, they say, and help us to develop our vast water power. We are ready to buy all our coal and iron from you and to become one of your best customers if you will but meet us half way.

The people of Italy have suffered more from the deprivations incidental to the war than those of any other of the Allied nations. In some districts they have at time been perilously close to famine. Prices of the necessities of life soared to figures that make one wonder how poor people manage to exist. Here are a few prices that I noted in Rome in February: Eggs, 25 cents apiece (they had been as high as 40 cents apiece earlier in the winter); tea such as costs 60 cents a pound here, from $3 to $4 a pound; beef, $1.40 a pound; ham, $1.80 a pound; a small live chicken, $4 to $5; condensed milk, 48 cents a can; American pork, 60 cents a pound; sugar, 65 cents a pound (and half saccharine at that); spaghetti, 9 cents a pound; rice, 10 cents a pound; lard 84 cents a pound; potatoes, 6 1-2 cents a pound; olive oil, $1 a quart; toilet soap, from 60 cents to $1 a cake according to quality; a toothbrush such as one buys for 25 cents in New York, $1.75; silk stockings such as are sold in the best Fifth Avenue shops at $2.50 or $3, to $4; a pair of good shoes costs from $18 to $20.

There has been almost a famine of tobacco for many months. I have never been able to get a really satisfactory explanation of this, but the official figures show that considerably more tobacco, cigars and cigarettes are being sold than a year or so ago. I have several times visited a dozen tobacco shops in Rome before finding a package of Macedonias (the most commonly smoked of the cigarettes) or of trinciato, dolce or forte (pipe tobaccas). Often it was almost impossible to find a toscano (the cigar most commonly smoked) in Rome At Perugia for at least six weeks last fall there was not a cigarette in town and the few toscani that arrived were grabbed in a few minutes. I took fifty cigarettes to my hostess in Ancona and she made as much fuss over them as a New York woman would have made over a fifty pound box of the finest candy. Many cities and towns in Tuscany had no smoking materials for weeks. There was serious riots in Naples when small quantities of tobacco and cigars were put on sale after weeks of famine, the men fighting to get a chance to buy them, and the carobinieri trying in vain to control the crowds.

Every tobacco shop has to post on its door the dates when it receives its supply and the exact number of cigars, cigarettes and packages of tobacco that it will receive, and on the day in question a line forms outside the door before the opening hour.

Food was rationed, the amount one was permitted to buy varying in different provinces. On three days a week no meat was permitted to be sold, served or possessed; on certain days no spaghetti, macaroni or other pastes could be used; the making of pastes with eggs was forbidden; all use of sugar in cakes, pastries or desserts was prohibited; the flour used in making bread was mixed with rice, maize, rye and other meals, and the resultant bread was often uneatable, especially as it might not be sold when less than twenty-four hours old. There was no restriction upon the use of fish, vegetables, fruits, oil or cheese, but often cheese was not to be had; oil almost disappeared from the market, and the restrictions on the fisheries were so rigid that fish was scarce and very expensive.

In Rome we fared better than elsewhere, except in the matter of bread, for the Roman bread was the worst in Italy. Rome was favored, because there were so many foreigners always in the city that the Government was anxious to create a good impression upon them. We were always able to get milk in Rome, though the quantity was limited, and the Mayor appealed to the people several times to use as little milk as possible in order that the hospitals and orphanages might not lack.

In many parts of Italy milk could be bought only on a physician's prescription. The Commendatore Felici, Mayor of Ancona, told me that when his ten-year-old daughter was desperately ill with Spanish fever in November he was unable for three weeks to obtain a drop of milk for her. And when the Mayor of a great city cannot get milk for his dying child, what chance has the ordinary person!

I tasted butter just four times in nine months, each time in a small town in an agricultural district.

One Sunday in Rome I was the guest at luncheon of a noble and wealthy Italian Government official and his American wife, and at dinner of a rich sculptor who lives in a beautiful palace. Both my hostesses apologised to me for the meal they served, saying they had for three days been unable to find any meat, and both of them served roasted larks as the only substitute that was obtainable.

But the contadini, or peasants, in Central Italy at least, have never suffered for lack of food. Under the law they were obliged to report everything they had to the provincial authorities, but almost all of them reported a little less than they had, reserving some flour, oil, wine, cheese and ham for their own use. One night when I, in company with the Mayor and sotto-prefetto of Foligno, had eaten a delicious supper in the house of an old peasant woman in a village up in the mountains of Umbria, the sotto-prefetto said to our hostess:

"There have been so many contraventions of the law in this supper that the only thing I can do is to—forget them all!"

And he added, to me, that it would take the whole Italian army to enforce the law strictly, as it would be contrary to human nature if the contadini did not conceal some food for their own use.

While it is true that the contadini of Umbria, Tuscany, the Abruzza and the Marche always had plenty, it is equally true that those of Calabria, Basilicata and Southern Latium had not. And although the Sicilians had plenty, the poor of Palermo suffered terribly. If it had not been for the splendid work of the American Red Cross in the districts named, there would have been many deaths from starvation.

In many parts of Italy the contadini not only had plenty of food but grew rich on the high prices at which they sold their produce. I saw inconestable proof of this at Chieti, Teramo, Ascoli Piceno and other cities that are centers of great agricultural regions. I noticed an extraordinary number of jewelry shops in these towns, and on Sunday mornings when the farm-folk come in to sell their produce and do their shopping these stores were crowded with peasant women buying heavy gold chains and bracelets, diamond earrings and coral necklaces. That tells its own story.

A paradoxical phenomenon in parts of Tuscany is that peasants who have grown so rich through the war that they are able to buy their farms outright have at the same time become Socialists. Usually, when people get rich they grow more conservative, but the Tuscan has a peculiar psychology of his own.

Tuscany has shared with Piedmont the unenviable distinction of being a hotbed of disfattismo. Tuscany's contribution to the fighting forces was proportionally far smaller than that of any of the provinces of Southern Italy, she had more imboscati, and her industrial centers were always full of grumblers, of pessimists, of men and women who would have ended the war at the earliest possible moment on any terms. This does not apply to Florence so much as to Prato, Piombino, San Giovanni, Val d'Arno and other such manufacturing centers. It is in these places, together with the industrial centers of Piedmont that

(Continued on Page 13)

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Full List Is Compiled Of Peking Loan Deals

The total plunder record of the Peking Government loan jobbers has been compiled by the Chinese Citizens' Union, a federation of the various peace societies in Shanghai. It amounts to $300,000,000, all but about one percent being from Japan. These loans represent the resources of China that have been "hocked" at the Japanese pawnshop, the proceeds going to line the pockets or further the military schemes of the Peking military crowd that is again making a bid for power. The loans were made between the time Tuan Chi-jui regained the premiership after the overthrow of the Chang Hsun monarchy and the present.

The list of loans follows:

(1) The $7,000,000 Nanzing Railway Loan from Toa Industrial Corporation for the construction of a railway from Foochow, Fukien, to transverse Fukien and Kiangsi to one of the Yangtsze river ports. August 12, 1917.

(2) The $5,000,000 Bank of China Note Loan from Japanese banks for the redemption of paper money of the Bank of China. Term six months, interest, 7 percent, and security $15,000,000 worth of Bank of China notes. August 28, 1917.

(3) The $10,000,000 advance on the Second Reconstruction Loan from the Yokohama Specie Bank as part of the second reorganisation loan. To be repaid, if negotiations for the Second Reorganisation Loan fail, within one year. Interest 8 percent and security, the surplus salt revenue. August 28, 1917.

(4) The Shantung Loan of $1,500,000 from the Toa Industrial Corporation. August 28, 1917.

(5) The second loan of the Bank of Communications of $20,000,000 from the Japanese Exchange Bank, the Bank of Chosen and the Bank of Taiwan. September 28, 1917.

(6) The Kirin-Changchun Railway loan from the South Manchurian Railway of $6,500,000. Payment to be at 91.50. Term 30 years, interest 5 percent, and security the property and income of the railway. October 20, 1917.

(7) The Grand Canal Loan from the Exchange Bank of Japan amounting to $5,000,000. October 20, 1917.

(8) The Chihli Flood Loan of $5,000,000 from the China-Japan Industrial Company and ten foreign banks. Term one year, interest 7 percent and security, the income of three customs and likin depots of the province. October 22, 1917.

(9) The loan for the Printing Bureau of the Ministry of Finance of $2,000,000 from the Mitsui Bussan Kaisha. Term three years, interest 8 percent and payment at 98. January 1, 1918.

(10) The Chihli Flood Loan of $2,000,000 advanced by the Yokohama Specie Bank on behalf of the Bank Consortium. January, 1918.

(11) The military loan of Tuchun Tsao K'un of Chihli of $1,000,000 from the Mitsui Bussan Kaisha. Security the sharescripts of the Kailan Mining Administration. January, 1918.

(12) The second advance of $10,000,000 as part of the Second Reconstruction loan. Interest 7 percent and security the surplus salt revenue. January 6, 1918.

(13) The Arms Loan of $14,000,000 from the Taiping Company payable at 95. January, 1918.

(14) The Continuation Loan of the Bank of Communications of $20,000,000 from the Japanese banks. Interest 7.5 percent and security $25,000,000 worth of treasury bonds. January 20, 1918.

(15) The Shih Chen Railway Loan of $2,600,000 from the Yokohama Specie Bank. Term one years, interest 7 percent and security the income of the railway. February, 1918.

(16) The Nanzing Railway Loan of $100,000 from the Toa Industrial Corporation. February, 1918.

(17) The Wireless Loan for $3,000,000 for the construction of wireless telegraphic stations under condition that the materials are to be purchased from the Mitsui Bussan Kaisha. April, 1918.

(18) The loan for the redemption of Fengtien military notes of $3,000,000 from the Bank of Chosen. Term three years, interest 6 percent and security the Chatsekow mines, amount payable at 95.

(19) The telegraph loan of $20,000,000 from the Sino-Japanese Exchange Bank. Interest 7.5 percent, commission 1.5 percent and security unmortgaged property of the Telegraph Administration. April 30, 1918.

(20) The Chihli Loan of $1,000,000 from the Bank of Chosen. May 16, 1918.

(21) The Ki-hui Railway Loan of $20,000,000 by the Ministry of Communications from the three Japanese banks. Term 40 years and interest 5 percent. June 18, 1918.

(22) The Yu-kan Mine Loan of $3,000,000. July, 1918.

(23) The third advance on the Second Reconstruction Loan of $10,000,000 from the Yokohama Specie Bank. July, 1918.

(24) The Shensi Loan of $2,000,000. June, 1918.

(25) The Hupeh Loan of $1,000,000 from the Mitsui Bussan Kaisha. June, 1918.

(26) The Central Administration Loan of $2,000,000 from the Ta Chong Company, Japanese. June, 1918.

(27) The Kirin Forestry Loan of $30,000,000 from Japanese banks, Term ten years, interest 7.5 percent and security mines and forests in Kirin and Heilungkiang. July, 1918.

(28) The Shantung Loan of $1,500,000. September, 1918.

(29) The Peking Telephone Loan of $5,000,000. October, 1918.

(30) The Manchurian and Mongolian Railway loan of $40,000,000. October, 1918.

(31) The Shantung Railway Loan of $26,000,000 for the construction of two railways: one between Tsinanfu, Shantung and Chenteh, Chihli, and the other between Kaomih, Shantung and Hsuchowfu, Kiangsu. November, 1918.

(32) The Arms Convention of $20,000,000 for war participation and training Chinese soldiers by Japanese officers and armed with Japanese arms and munitions. November, 1918.

(33) The Peking-Suiyuan Railway Loan of $4,000,000 with the railroad offered to Japanese capitalists as security for the repayment of the loan. December, 1918.

'What Did We Go Into War For?' Is Heard On All Sides In Italy

(Continued from Page 12)

Bolshevism is most likely to break out. The unpatriotic attitude of so many Piedmontese is explained by the fact that Giolitti, the statesman who did his best to keep Italy out of the war and who is looked upon by most Italians as pro-German, lives in Turin and virtually rules Piedmont. When State Senator Cotillo of New York made a patriotic address in the theater at Turin last July, arousing tremendous enthusiasm, La Stampa, Giolitti's paper, devoted only three lines to its report of it.

In January and February some of the higher class restaurants in Rome began evading the restrictive laws. For example, one on of the meatless days, pointing to "eels" on the bill of fare, I asked a waiter how they were cooked. He whispered: "Those eels are sausages." In another restaurant I ordered fried soles and the waiter confided to me that they were veal cutlets.

Traveling in Italy is a disaster. No one would do it for pleasure. No repairs have been made to any of the rolling stock for three years, and it is now in a deplorable condition. The trains are so crowded that the aisles are full of men and women sitting on satchels or standing. In the winter there was no pretense at heating the trains. I have traveled back and forth across Italy many times behind locomotives that were burning wood. Prices of railway tickets have been raised so often that one can never form an idea of what a ticket is going to cost. The ticket agents at small stations have to make an elaborate calculation before they can tell the price of a ticket, a calculation that is as nearly as I can remember it, about as follows for a first class fare: Add to the price stamped on the ticket 50 percent, then add 15 percent to the result. For a second or third class ticket the percentage to be added is smaller. Consequently, unless you arrive at a station half an hour before train time you are likely to have to take your place in a line and the train may leave before you get your ticket. The railroads are owned and operated by the state.

In the country districts the peasants —especially the women—with third class tickets crowd into the first class coaches and stay until the conductor puts them out, when they protest vociferously saying:

"Why is not the money of the contadini as good as that of the signori?"

And when told that it is, but that if the contadini want to travel first class they must pay first class fare, they reply that there should be only one class.

When I reached Italy in the first days of June I found that men were going about the rural districts spreading propaganda of discontent with the war saying such things as: "The gentlefolks wanted the war; it is a gentlefolks' war; why should the contadini have to fight it?" It was a persistent, insidious campaign of this character that had been largely responsible for the disaster of Caporetto. These propagandists ridiculed the force that America would bring into the war. After I had delivered a Fourth of July oration at Perugia, Michele Spirito, the Prefect of Umbria, asked me to make a tour of all the principal towns in his territory and tell the people just what America was going to win the war. After I had finished that tour, Gen. Ciancio, commander of the 7th Army Corps, with headquarters at Ancona, sent me around throughout his territory (which covers all the Marche and the Abruzzi) to talk especially to the soldiers and recruits. In the seventy-odd cities and towns in which I spoke I found that the knowledge of what America was doing acted as a magnificent tonic to the people. I used to overhear such remarks as: "Why, we can't lose now." "Victory is certain."

I had been warned that they did not like statistics, but I found they were hungry for them, and as I sat in front of a cafe chatting with friends after my lecture I often heard people in the streets quoting the figures of our war loans, of the number of our troops that were landing in Europe, of the number of machine-guns we were turning out. The vastness of these figures impressed them with the earnestness, the sincerity, the businesslike character of our participation in the war. And it convinced them of the imminence of victory. And when the victory came Italians of all classes were eager to give credit to America. "You did it," they said. "If it hadn't been for you we should have lost the war." And they generally wound up by crying, "Viva l'America! Evviva Wilson."

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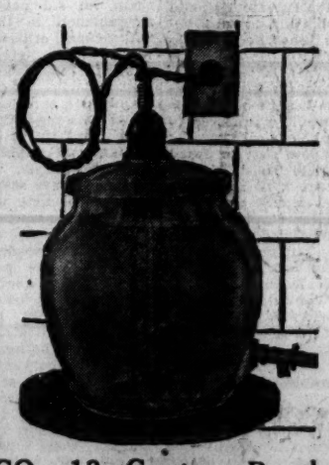

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Today's Church Services

Holy Trinity Cathedral.—Sunday after Ascension. 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Mattins and Holy Communion; Stanford in B flat; Anthem "God is gone up," Croft; Hymns 149, 147, 148; Preacher: Rev. C. J. F. Symons, M.A. 6 p.m., Evensong, Harwood in A flat; Hymns 149, 148, 150. Preacher: The Dean. 9 p.m., Hymn Recital; Hymns 214, 369, 169, 308. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church Broadway.—10:30 a.m., Mattins and Holy Communion. Preacher: The Dean. 6 p.m., Evensong; Preacher: Rev. C. J. F. Symons, M.A.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject, "The understanding of things;" Chant 108; Anthem "Let Thy merciful ear," (Westbrook); Hymns 533, 189, 362. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Christianity and the present life;" Chant 109; Hymns 549, 535, 340, 336. 7 p.m., Holy Communion; Hymns 485, 486.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Today's Service 11 a.m. Subject: "Ancient and Modern Necromancy, alias Mesmerism and Hypnotism, Denounced." Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. W. A. McRoberts. Evening 6 p.m., by Rev. J. M. Would.

The Sunday Service League.—Today will be addressed by Dr. A. P. Parker who has just returned from America to Shanghai.

St. John's Pro-Cathedral Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. M. H. Throop, M.A.

Liberalism Invincible

By Harold Stearns

(In The Dial, New York)

PERHAPS no word has so diminished in prestige since the beginning of the was as the word liberalism. This has been due not merely to the extraordinarily facile collapse of supposedly liberal leaders before the emotion-provoking shibboleths of belligerency, but also to the deliberate creation of a popular temper and attitude sharply hostile to all that the adjective liberal connotes. Modern war invaribly brings to the fools and chauvinists of any country a glamor and prestige which they cannot hope to achieve in the more rational atmosphere of peace. Consequently they have a kind of vested prestige interest in seeing to it that the mass of the people are kept at the same low intellectual level which is their own customary habitation. It goes without saying that all the great instruments of publicity—the press, the universities, the church, the stage—are at their entire disposal, far from unwilling to help them in their attempt to reduce the national atmosphere to the desired temperature of warm and unthinking animal emotion. The independent and fearless mind is cowed into silence or twisted by the social pressure into mere erraticism. The union sacree tends irresistibly to become, so to speak, the union degradee, for when a nation turns homogeneous in its thinking—as it has to in war-time—it must maintain its concepts at the lowest common denominator. Political heresy (in normal times, a mere personal idiosyncrasy) becomes a crime punishable by penalties more severe than were visited upon the religious heretics of the inquisitorial age. Protest is greeted by savage and summary repression; intolerance becomes the normal and accepted thing. Even a few months of this anti-liberal nationalistic hysteria is usually long enough to shatter the thin resistances of the intellectuals, and to render the popular temper—which inwardly chafes at the artificiality of it all—apathetic and dull. Competent observers in Europe, even today, months after the signing of the armistice, speak with growing concern of the atrophy of political mindedness, the huddling back of the herd to smaller and more understandable groups than the abstract State for which they have already sacrificed almost beyond any limit of human endurance. This apathy of social awareness in the individual is especially notable in Germany and the half-starved, neurasthenic small nationalities of south-eastern Europe; but it has not left even the victors untouched. It is a type of spiritual dullness before any other than immediate and material issues—a by-product of the bigotry and intolerance (as truly as of the suffering) of the war. It has brought the fact and the word, liberalism, into disrepute.

For the true definition of liberalism would be a definition of a temper and an attitude towards life as a whole rather an explication of a program. It would include the neglected virtues of candidness, willingness to examine the unpopular view, tolerance, intellectual detachment, the desire for social experiment, humility before facts, historical back-ground. Liberalism is good-tempered and non-partisan. It despises the role of hired attorney for any cause—however meritorious the cause may intrinsically be. It is frankly *au-dessus de la melee*, not through arrogance but through a pretty thorough conviction that perhaps the most valuable social service possible is the inculcation of the liberal attitude of mind. It is less concerned with the achievement of specific objects than with the creation of that tolerant and intelligent social atmosphere without which the achievement of any object is valueless. Consequently the liberal temper is seldom encouraged and usually not even allowed by governments in time of war. It is subversive and disturbing; it breaks up the national unity—and seldom yet has a nation gone to war with its cause so spotless that it could afford to be good-natured about its minority opposition. Certainly in this present war, which seems to be transforming itself, despite formal armistices, from nationalistic rivalry into a bleak class struggle, the suppression of all kinds of minority opinion has been especially ruthless and far-reaching. It takes more than mere intellectual conviction to withstand the passions of the herd today; it takes more even than the sudden, defiant courage of the irreconcilable.

It takes, in a word, what a genuine liberal like Mr. Norman Angell has never reliquished, no matter what social pressure the war has focussed on him—the power of character to remain rational, sensible, fair-minded. Mr. Angell is the enduring, the Socratian type of liberal. He does not allow the revelation of the appalling stupidity and prejudice of the mob which the war has given us to shake his belief in the final ability of the average man to see the rational course of action. He has a passion for reasonableness, "not," as he once said to the present writer, "because I do not recognise the extent and massiveness of unconscious motives in the acts of people, but because the reason, slight and capricious though it is, is all that we have." He has been called the incomparable pamphleteer, but this hardly does him justice. His writing is all of a piece. It is one extended and detailed attempt to persuade the person of ordinary intelligence to see the rational scheme of politics and affairs. What emotional drive it possesses comes from his democratic faith in the ultimate good sense of the common man and woman. It is sharply differentiated from either the incisive bitterness of so penetrating a critic as Bertrand Russell, or from the fanatical and courageous doctrinairism of a leader like Liebknecht, or from the somewhat sneering petulance of a skeptic of war's values like Macdonald or Snowden. It is more akin to the quality of H. B. Brailsford's writing, although with less emotional intensity and likewise with less back-ground of European history. For Mr. Angell's method has the defect of its virtues: it is sometimes careless of minor facts, however sound may be the main contentions; it has the somewhat thin and ratiocinative quality of all predominantly hortatory writing. But it is infinitely patient before stupidity; its feeling for justice and integrity is never once deflected by the plea of immediate expedients; it is never bitter; it never descends to invective; it is always lucid and simple and non-patronising and straightforward. Almost any book of Mr. Angell's is a fine corrective to either the passions of wartime or to the

(Continued on Page 15)

The Second Coming Of Wilson And Its Results

By William Allen White

PARIS, March 27.—When President Wilson came to Europe in December, 1918, he appealed to the masses of Europe over the heads of their Governments. Now he is dealing exclusively with the organised Governments of Europe. When he appeared in Paris a dozen and six weeks ago great crowds packed the Champs Elysees. His progress from the Arch to the Tuilleries was a tremendous triumph. No other ruler ever had a greater reception; the day he came back to Paris in March a tattered cotton banner, sagging in the wind, rain-stained and bedraggled, bearing the legend, "Honneur a Wilson, le Juste," a banner left from December, hanging near the corner of the Avenue Montaigne and the Elysian Fields, was the only reminder of a day that was gone.

As the banner was fraying in the light spring breeze the train bearing the Presidential party was steaming into the station; a pollu band was throwing back its head and blowing into the brass the glory that is France in a grand salute; a dozen frock-coated, plug-hatted, elderly gentlemen with cynical turn of face—Clemenceau, up from his bed of pain, Poincare and Baron Cellere, along with the Americans, Mr. Lansing, Bernard Baruch, Vance McCormick—gentlemen of the bed chamber—stood on a red velvet carpet in the station amid potted plams and evergreens and welcomed the President back to France. The whistles did not blow; there was no cheering in the station. There was little more ceremony in the greeting than if the village delegate had just come from the Grand Lodge, ready to exemplify the new work.

Outside little more enthusiasm prevailed. At the Hotel de Crillon that afternoon when the three high potencies—Lloyd George, Clemenceau and the President—met to discuss matters, a crowd gathered with eager rubber necks. After that Paris went its way and the President took up his daily routine. It is a rather humdrum life that he lives, full of hard work and with little play. Dinners and luncheons do not seem to interest him. He has few guests and calls on no one for advice—no one but Col. House, on whom he calls more for information than advice!

Yet for the first time in his Presidential life, President Wilson is playing a new game. He is meeting strong opposition face to face and combating it. Heretofore, in the White House, he has been able to avoid his opponents personally. If a man opposed a Presidential policy the man never got inside the barricade at the White House. Men said the President could not carry on a successful short range contest. His strength was not with the bayonet but with the Big Bertha of Presidential power. Men also said that he couldn't use the club and the gun butt. "But Uncle Remus," protested the little boy, "rabbits don't climb trees; they can't climb!" "Chile," answered the old man, picking a coal from the ashes, "Dis hyru rabbit, he done bleeged to climb!

On this second coming of the President "he done bleeged to climb." So he goes into conference with men—strong men, too—who disagree violently and honestly with him, and he is succeeding fairly well in talking them down. And all the time, while he is to some extent using his gun butt and his lard tester on the heads or the tripes of his adversaries, he is directing the use of his long range gun!

For instance: A few mornings after the President arrived, M. Pichon, the French Minister of Foreign Affairs, blandly announced that the covenant of the League of Nations would not be included in the preliminary treaty of peace with the Germans which would be signed late in March or early in April and which would suspend hostilities and end the armistice. The next day the President sent a wireless to Mr. Tumulty advising him to disregard rumors to the contrary and announce that but one treaty would be presented to the Senate. Again the next day the French Minister of Foreign Affairs gave out a statement that there would be two treaties. The next day Col. House unofficially denied that there would be two treaties.

Back of the stage imagine our beloved President going over the top with blood in his fair blue eye. Also imagine far back at the G. H. Q. of the peace machine our beloved President working his fine Italian hand on the Big Bertha. And then appears on the bulletin board of the American press correspondents a note announcing that Lord Robert Cecil would be glad to see the American reporters Tuesday evening at 6. Curtain rises, disclosing a large barnlike room, white and gold decorations, a big blue covered quadrangular table and fifty lynx-eyed American reporters sharpening their pencils, holding note books ready to get His Lordship's communication. Also middle rear of stage one large eagle-beaked, bald-headed, quick-faced English lord batting his eyes at the reporters across the table.

Conversational tones used. Lord talks ten minutes about League of Nations; nothing important. Reporters pocket pencils; lose interest in life; reporters begin to figure distance to the Sufayel or Bodegia bars, when sping! His Lordship is saying: "I feel quite certain, and in saying so I am certainly voicing the opinion of the British delegation, that there will be but one treaty to sign, that of the League of Nations and the peace with Germany!" Big Bertha directed from G. H. Q. has made a hit. M. Pichon follow the way of Huerta and Wilhelm II. and all others who get in the way of Woodrow Wilson! Britain and America united have their way. It doubtless took some horse trading to get the British to announce their public stand with President Wilson and against the French but doubtless also whatever was necessary was given, and the announcement was made.

And of course the French do not like it. They have a quite pardonable desire to get the war over; they want to know just where they stand financially, who is going to lend them money; what debt they will have to assume, and how much, if anything, Germany will pay. They don't want to hang up in the air while the President goes home and adds Senator Lodge to Huerta and William II. and Pichon. It will make a beautiful spectacle—this gavotting of Lodge—but the French don't care for pageants. So their papers are tremendously polite to the President, which is a dangerous attitude. It is deadly.

An apocryphal story is circulating in Paris, with French sanction, to the effect that the polite attitude of the French press—a distinct and quick change from their attitude of open guying of the President in January and February—comes because of a remark made by President Wilson to the effect that if the French press did not quit hammering him he would pack up the conference in his old tobacco box and take it to London. Hence Alfonse and Gaston began editing the Wilson columns of the French Administration papers. The story is probably untrue, but at least it illustrates the French contemporaneous opinion of the President. But, true or false, there is no way of verifying it. The reporter who would ask the President about it would be stricken dead by the internal explosion of his own gall!

For no American President in a generation has hidden his own personality behind the screen of his office as has President Wilson. He loves the white light of pitiless publicity for the other fellow. But no one has shunned it so much for himself as President Wilson. Taft didn't mind it; ask him if it was true that he hooked up his wife's dress, and he'd laugh and chuckle and return the soft answer. Roosevelt was always making public demonstration of his human qualities. If he strafed an enemy he did it on the steps of the White House when the Marine Band was playing in the garden, and he talked to beat the band, so that the whole world might know it. Grover Cleveland was perfectly willing to talk about the number of drinks they had, aboard the Mayflower down the bay.

But after a conflict, grimy and slithery with the blood of his foe, President Wilson loves to discourse about the sweet accord and the fraternal unanimity of the session. Always the curtain folding slowly back from an off-stage murder discloses the white hands of President Wilson clasped in an attitude of prayer! Yet his assaults always are righteous, and are, as the lawyers say, "affected by their public use." He does not use his great power for personal ends. Huerta and Wilhelm and Pichon had earned the displeasure of the high gods; they had it coming! Why the President should be ashamed of his kill is inexplicable, save by his inherent desire to avoid the spotlight.

Here is a case in point: Suppose the President should desire to incorporate into the League of Nations a clause which would guarantee to the Jew religious liberty all over the world. Then, suppose that he heard that the Japs would insist, if that clause were presented, in adding to it a phrase which would guarantee to all races equality of opportunity in all lands—including immigration to America; then, supposing that it were wise to shelve both propositions and present the league covenant without either! Would the President explain why he had shied? Not for a minute. He would regard such an explanation as the height of impropriety; the fact that it might help him politically would not occur to him. The impropriety of disclosing a secret would appall him. Now in this purely suppositious case we have a key to the reason why the President abandoned the first of his fourteen points: Open covenants openly arrived at; the publicity would affect him.

He loves the children of the light, but he doesn't play with them! If a reporter would dare to tell the story (if one could imagine so improbable a story) of how Premier Hughes reacted to President Wilson's demand that the Pacific Islands should be held under a mandatory, and not turned over to Australia; of how the Premier bolted the room with the secretaries running after him to haul him back, of how they finally got him back and smoothed things over, President Wilson would deny it and have the reporter hanged; because it affected him. Not because it was discreditable to him; not because it might have leaked from him; but because for a second the spotlight rested upon him. Yet in Milan at the opera (Sunday night too, mind you), the President rose in his box and led the orchestra with an American flag! But that was in public, that also was at a time when the wine of popular acclaim was in his head and men thought he could heal by the touch of his hands and turn water to wine, and Orlando and Sonnino into apostles of sweetness and light. So he forgot the spotlight.

But to return to those first days of President Wilson's second coming to Paris. When he got here he found things jammed. During his absence a series of compromises had undone a lot of the work which the President considered settled; a lot of boundaries had been set on what the President considered a bad basis. Certain reports of commissions which had been considered final were, in his opinion, only temporary, and he wasted no time in thinking things over. He acted. He was audacious to the point of impudence; but he did act, and things began to move after he arrived. The aspect of the conference changed; the great international horse trade became again something like a form of justice.

Reporters who saw the change could not understand what forces were working, but they knew something was acting. And that something was the personality called Wilson—one man. A curious human specimen is this man Wilson! He sees no one, reads few newspapers, has no strong advisers, is not the center of a group, but lives alone, thinks alone, acts alone. It is certain he has few formulas; no one can guess in advance his reaction to a given event. Often he seems hesitant and weak. We it is as if he were coiling; then when he strikes it is with force and precision. He is deadly. He has also the wisdom of the serpent. In his isolation he is intuitive. Details seem to escape him, but he senses great currents, understands great movements—rides them and seems to lead them.

And one always must remember this: Three men finally decide on what is accepted in the peace of the world and in the League of Nations. Those three men are Lloyd George, M. Clemenceau and Woodrow Wilson. The responsibility is stupendous. And when one realises what a strong will can do in such a situation, one is shocked at such power being encased in one life. There can be no doubt that the strongest will of the three is that of President Wilson's. Clemenceau is old and obstinate; but he caves in when the pressure is strong. Lloyd George is insinuating, seeking lines of least resistance, feeling for weak places, compromising and greatly insistent, but never indomitable. Woodrow Wilson is iron when his conviction is set. He is also ruthless. The timidity which has kept opposition from him in the White House, which surrounds him with men and women of what may be called the soft approach, is not the sign of weakness; at base it is a sign of his habit of domination, of his unbrookable desire to rule.

So in the council of three on all matters which vitally touch his heart, he has his way. Now this does not mean that he is masterful, blustering, uncompromising, inexorable. The League of Nations has a dozen clauses in it which were written over Wilson's protest, and vigorous protest. But while he disliked them, he did not regard them as fundamental in their weakness or malevolence, otherwise these clauses would not be there. For in matters which he regards as vital he has his way.

Only one sure basis for prediction about this man Wilson will work: It is his faith in the folks, in the fundamental righteousness of the American people. That is the only rule he always seems to go by. It is a rule that will guide one but poorly in guessing Wilson ahead of his deeds, for opinions differ as to what the American people really think. But he knows. How he knows is a mystery. Excepting Col. House, the men around the President wouldn't know public sentiment from a psychological hypothesis, and Col. House bothers little about it. Yet out of the very air he breathes, communing like a mystic with the spirit of the times, he strains the truth—and with tremendous quiet force he fights it.

Just now he is having the fight of his life; here in the conference, and there in America. The old world of nationalism, of individualism, of laissez faire at home and abroad, the old world that was not its brother's keeper, is battling for its life. It will be a long fight; this is merely the first round. This decade will not settle it. The new idea, the idea of social democracy, of international responsibility, of the genuine brotherhood of man, will not spring full-panoplied into power. It is an epoch's fight. And today America, through its President, is the chief defender of the new faith.

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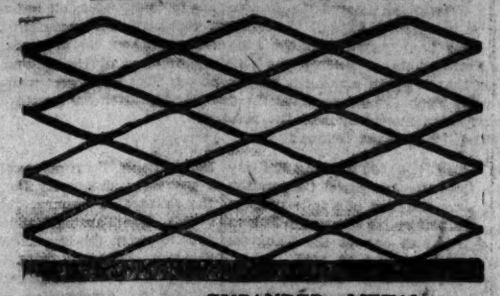

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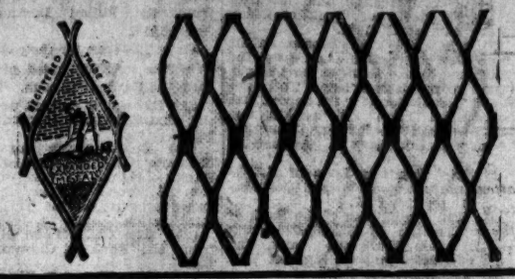

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OVER HERE!
By Callahan
POP BUYS A SMALL SAFE BUT FORGETS THE COMBINATION. HE'S TRYING HIS BEST TO FIND IT.
I'VE TRIED EVERY NUMBER I COULD THINK OF BUT I CAN'T GET IT.
TRY 7-11-44 THAT'S LUCKY.
WHY DON'T YOU SAND PAPER YOUR FINGERS LIKE JIMMY VALENTINE DID, POP.
ONLY BURGLARS DO THAT.
IF YOU WORKED THAT HARD WITH THE FURNACE, WE'D HAVE SOME HEAT IN THE HOUSE.
HE'D HAVE TO SOLVE THE COAL-BIN-ATION THEN.
YOU COULD OPEN IT WITH DYNAMITE, POP, IN A HURRY.
YEH! BUT THAT WOULDN'T BE QUITE SAFE.
I KNOW HE'LL NEVER GET IT OPEN.
CALAMITY JANE
AW-SHUT UP.
WHAT ARE YOU GOING TO KEEP IN IT, POP?
COAL! BLUBBER
BROWN DERBY
THE SAFE WILL OFFER ANOTHER SAFE RETREAT FOR VIOLA THE CAT. WHEN YOUNG NUISANCE GOES ON THE WAR PATH AGAIN.
ALL THE DOUGH HOW OWNS HE COULD KEEP IN A MATCH SAFE.
"HON" AND "DEARIE" A LOVING COMBINATION.
DOESN'T HE ASK STUPID QUESTIONS? HIS "NOB" IS AS SOLID AS THE KNOB ON A SAFE BUT NOT AS USEFUL.
HEY, DIPPY, THAT SAFE REMINDS ME OF ACROBATICS, IT'S FULL OF TUMBLERS.
COMEDIAN
YOU'RE A WISE CRACKS-MAN.
THE SAFE HATTIE CAN USE FOR HER BEST HATS.
SHE WEARS NOTHING BUT THE BEST.
HOW SAFE IS A SAFE?
DON'T TRY TO SOLVE THE COMBINATION OF A SAFE THAT DOESN'T BELONG TO YOU. SAFETY FIRST.
OL' JOHN DON'T
Jack Callahan

Musical Matters

By R. B. Harry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Mr. Percy Aldridge Grainger, the pianist, has a unique place as a composer. His music is almost exclusively happy, and happiness in modern composition is an almost unworked vein. A glance at his titles, apart from Kipling settings, and what he calls "sentimentals," gives the key of his moods: "Walking Tune," "Shepherds Hey," "Mock Morris," "Handel in the Strand" (Clog Dance) are a few. He has collected folk-tunes and made settings from many sources, including county tunes from England, Ireland, Scotland, and a set from the Faeröe Islands.

Mr. Grainger has also worked several new combinations, including a band of guitars with a concert orchestra. His innovations in guitar technique constitute quite a new departure. Orginal tunings and the splitting up of his band into groups, as in "Father and Daughter" (from the Faeroe Islands), give quite a new harmonic variety. The terms he employs in music are in a startling vernacular that escapes slang by its naive directness.

Piano versions are "dished up for the piano," "fiddle," "middle-fiddle" and "bass fiddle" are Graingerese for violon, viola and 'cello. A "three-some" is a trio, of course; whilst a "Room-music twelve-some" is for flute, clarient, horn (at will), baritone, English concertina and eight strings.

As expression marks one finds "slow off" and "lots," but always with a scrupulously correct use of Italian equivalents, in small print, that might well serve as a model to more conventional composers.

* * *

There is much to be said for the use of Italian as the Esperanto of music. If the composer is sometimes at fault in his use of "expression marks," he has come to the conclusion that his ignorance is often shared by the author of novels. The Italianised characters are frequently weak both in grammar and quotation when they revert to their native language. But the loose way in which Italian is treated by composers and publishers is notorious.

Recently a review of an English piano piece gave some typical anomalies. The performer is directed to play the piece *"Andante con delicatamente."* Assuming the first word may be translated *"moderately fast,"* the whole expression reads *"moderately fast with delicately."* In the same piece occurs a phrase that is Siamese in number, and Hermaphroditic in gender: "Melodie Marcato." Mr. Grainger's way is to be preferred when he writes *"the tune well to the fore"* (*"ben sentito il canto"*). A well known lady composer has graciously conceded "tenderness" to the male sex in *"Con molto tenerezza."* Other publications use Italian and English indiscriminately.

If every country were to use its own language the advantages of Italian would be lost. The best method at present is for every one to use Italian correctly throughout. If the reader has not sufficient knowledge for this the duplication of all marks in the vernacular should be given, not some one way and some another.

* * *

The obvious and proper course to be taken appears to be the instruction of musicians and music students in Italian. Until this beautiful and appropriate language is given a rightful place in the school curriculum, an elementary course should form part of every music student's training. A plea to this end by a student of Italian concludes: "Besides being of great benefit to singers and of practical advantage to all musicians, this study should have a marked aesthetic influence on the lives of those who must be supposed to be the most sensitive of the nation. They would have in their hands the end of a thread that runs back to the cradle of their art and of all other arts. Their ear, attuned to melody, would be sensible of the delicacies of the language, and by them might. Italian, the most beautiful of tongues, be used as a fitting handmaid to music."

In default of an accurate knowledge of Italian, a careful exclusion of expressions that are as vague as they are faulty is a duty that we owe in common decency to art and to the dignity of an ancient language. In this case the vulgar tongue is available, together with the use of a reliable dictionary of all ordinary terms.

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Liberalism Invincible

(Continued from Page 14)

apathy of peace. It puts the reader in the frame of mind where discussion is possible. It really does induce in one the first act of intellectual honesty—being fair to one's opponents. Temporarily at least, it makes the reader a liberal.

Especially is this true of his latest book, The British Revolution and The American Democracy (Huebsch). The specific task of exposition which he attempts is not very pretentious. He merely tries to show how in Europe the war has raised questions which go far beyond those involved in merely political democracy, and the relevancy of these new questions to our own immediate social and political future in the United States. He gives an excellent analysis of the program of British Labor, showing how beneath the formal demands runs a new note—the desire for an entirely novel social order. He shows how industrial democracy has come to be the real question in Europe; how the conscription of life has raised inevitably the moral issue of the conscription of income and even the whole concept of private property. He points out that merely state socialism has come to be regarded with even more suspicion by the workers desirous of a new status than the old capitalistic individualism. He explains how the questions involved in state socialism cannot be escaped by America after the drastic war legislation. And finally he reveals how, as during the Reformation it was the common man's feeling for ordinary justice and humanity which finally destroyed religious bigotry, so, in all likelihood, it will be the common man's new feeling for the community of interest of all who labor and suffer that will finally destroy modern political bigotry.

Mr. Angell's new book concludes with an essay which is of its kind a classic: Why Freedom Matters. It is temperate and just and unanswerable. Our author puts his case so that it cannot be challenged: human happiness ultimately depends upon the quality of the society which men have made for themselves, and that quality depends upon the ideas of the individuals who compose it—those ideas, in turn, upon freedom and independence of judgment. Without the latter a land flowing with milk and honey is spiritually a waste. Perhaps the one greatest evil resulting from this war, even counting all the physical and material suffering and loss, has been its evocation of the spirit of intolerant partizanship, the willingness to kill and imprison because men could not agree with you. Men have been taught to rely upon the wisdom of blind majorities. Mr. Angell can look back with pride upon his record in this war. He has done nothing to encourage and much to destroy this ancient and most tragic of human delusions.

Poetry And Reconstruction

By F. V. Branford

(*English Review*)

Echoes of pre-war thunders about the meanings of matter and form loiter in our ears. Hoary moralists on this side, antiquated aesthetes on that, make occasional expectant grunts. Most nugatory of all, the pilots of the middle air exploit delicate profundities which admit no distinction of body and soul and effectually deny reality to both. In a world of dead men this is unnecessary.

Form is of supreme importance. Matter is of supreme importance. I claim the claims of both, but reject their rejections.

Form is a proof of steel able to lap all things against the lance of Time. The virtue of this mail is not affected by the nature of the things entrusted to its charge. Be they visions of Hell or be they visions of Heaven, cased in the armor of form, they shall descend into the dusk of days. Form is a—moral. It can make foul fair, and fair foul. It can make demons out of gods and gods out of demons; and all which it touches becomes immediately immortal. Form is the scepter of the poet—let him use it like a king.

But you tell me that the poet can only express what is in his own soul. I tell you that what is in a man's soul was put there by himself. The faculty of form is indeed innate (though mastery be only obtained through blood and agony). But matter—vision—is the flower of the moral nature which a freeman may create unto himself. Though a man be by grace a poet, yet, by the principle of all existences, in space and time or out of space and time, he is an immortal son of God, and to reject his birthright in the name of his privilege is nothing other than to dishonor God through the instrument of His own bounty.

You persistently distinguish between aesthetics and ethics, as though it were possible to ruin your stomachs without injury to your conditions. It is the privilege of all things, from microbes to solar systems, to live up to their own towering statures. No foot is firm when the head is not high, nor is any head in the stars if the foot be not established on rock. It follows, other things being equal that a spiritual giant can bat better, drive further, run faster, shout louder, and sing stronger than a spiritual pigmy. David could have beaten Baudelaire on his own pitch if his ambitions had lain in that direction.

Finally, you say that the art of expression is an isolated fact. There is no isolated fact in a universe. The meanest ant holds the mightiest planet in perfection.

Though armies seethe and surge there is no meaning in the victory of the sword, for the ash of Rome outtowers the arches of the Goths. Now is our peril, for the Thing which we feared and hated and fought, is upon us.

Over the debris of shattered temples the uproar of pagan pontiffs rises. They are fighting for the relics of their idols, with all the myths of Mammon in their mouths, and the demons of darkness clamoring in their van. The Cross of Christ having fulfilled its function (useful asset in propaganda) may now be had for firewood. Thor smiles in Valhalla. His hammer is not broken. England, reticent in candid acknowledgments of admiration, confers upon Prussia a compliment. She is preparing to gorge herself upon German vomit. Crusaders from far free lands have been tricked into death, while the youth of England has been slaughtered under compulsion. There are a few men in Europe—left fighting with the valor of despair. These may save us, but we are ready to stone the souls out of their bodies. Meanwhile poets pare toe-nails—an interesting pastime, but inadequate in their circumstances.

Know you the house of the Poet? He inhabits not the Past, nor the Present, nor the Future. He drives his hungry harrows through the unեared acres of the firmament. He stands on wind and sea. He walks about in the bowels of the earth, and the spirits of a thousand stars are his in vassalage. Into pewters of clay he pours his memories of spaceless things, whispering to the ear of Time the secrets of Eternity.

Yet his wings are forged by his own hand, on the anvil of his own soul, and feathered with the fibers of his heart. For he may not behold the mystery of One till he hath seen the majesty of all, nor understand the meaning of the Love of God till he hath first loved men.

Price-Fixing As Seen By A Price-Fixer

(*Review of Reviews*)

In the Price-Fixing Committee of the War Industries Board, created in March, 1918, Prof. Frank W. Taussig, of Harvard, Chairman of the United States Tariff Commission, served as a member. This committee was one of the three governmental agencies that attempted to regulate prices during the war, the other two being the Fuel Administration and the Food Administration. Professor Taussing contributes to the Quarterly Journal of Economics (Harvard) an interesting account of the Government's experiments in price-fixing, as conducted by these three agencies.

It appears from his survey that Government price-fixing during the war was not uniform in its objects, and, instead of being guided by established policies, was in the main opportunist, "feeling its way from case to case." Of the three agencies, Professor Taussig finds that Fuel Administration, dealing with a single commodity, was able to proceed with most system and method. The Price-Fixing Committee had a wide range of operations and was slowest in developing a general policy. In fact, the Committee never did more than approach a principle of action gradually and tentatively, and it is pointed out that this self-restraint was on the whole most wise, since new situations and problems were sure to arise, for whose disposal no rule could be laid down in advance.

As it turned out, regulation came to an end almost immediately after the conclusion of the armistice. No new price agreements were made and those in effect were permitted to lapse as they expired. In almost all cases prices had been fixed for periods of three months, and as each period came to its close, no further action was taken, and thereafter the free play of market dealings again set in. Most of the agreements terminated late in December, 1918, or on January 1, 1919; a few held over for a month or two in 1919.

Since the experiment was not carried through to the end, or with system or consistency, Professor Taussig considers the lessons to be drawn from it far from conclusive, as regards fundamentals, and qualified even within the limited range to which they apply. He says in concluding his article:

"So far as the experiment went, and so long as it lasted, the outcome seems to me to have been good. The rise of prices to be expected from inflation of the circulating medium was not prevented; but then no endeavor was made to achieve this sweeping object. There is nothing in all the price experiences to prove or disprove the contention that, irrespective of legislative or administrative fiat, general economic forces must work out their general effects. But that the impinging of the forces was in some degree affected and curbed seems undeniable. Food and fuel prices were prevented from fluctuating as widely and soaring as high as they would have done in the absence of regulation. A result of the same kind, and apparently not less in extent, was secured for other price-regulated articles.

The traditional statement of economic formulæ gives them an appearance of greater rigidity and sharpness than is warranted by the premises on which they rest. Supply and demand, monetary principles and monetary laws, are customarily formulated in exact terms, with an appearance of mathematical sharpness. The qualifications which must attach to these "laws" in any concrete application or predication, familiar to the well trained economist, leave abundant room for some exercise of restraining and deliberated action. No doubt there are limits to which such action must be confined; but they are not narrow limits, and within them much was done which proved of advantage to the country.

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Siberian Railway Traffic Better Despite Bolsheviki

Guerilla Bands Still Molesting Line, Tearing Up Tracks And Shooting At Trains

By Olive Gilbreath

(*Written for* THE CHINA PRESS)

Vladivostok, May 20.—If Bolsheviki could how be kept from molesting the track, the great Siberian prize, the trans-Siberian railway, could now be said to be coming back to its own. The officials and the workmen have fallen into line with encouraging readiness. The Russian military powers are the last to yield to new times and new manners, less pleasant to the privileged. On the whole, however, so far as Omsk, the road shows signs of resuscitation. There are now five freight trains a day each way so far as Irkutsk, the record before the coming of the Allies having been three a week. An express also leaves weekly for Omsk, the marvel of all who behold: clean, even luxurious and with all the passengers riding inside, contrary to the custom of the winter which has been to ride the bumpers, line the tops of the cars and cling like limpets to the engine. In short, in personnel, rolling stock, choking out of graft and the limitation of those pleasant playings of border chieftains, armored trains, the road promises a future but for guerilla Bolsheviki. Several skirmishes have already occurred with the Czechs and more threaten as the open season approaches for subtracting rails.

Bolshevik Work Of Wreckage

The Bolshevik method is simple and effective. Given a missing rail, a dim headlight and a train moving on in the darkness the result is an excellent bit of Bolshevik craftsmanship. Three such wrecks were to be seen recently within the distance of half a mile in the region of Taishet—engines derailed, cars splintered and partially burned. And the crew probably robbed. A few yards beyond the last of these wrecks in the shadow of the dark forest, hung a grim retort to the destruction—two stark bodies swinging softly in the golden morning sunshine. Both were workmen, dressed in peasant smocks with their heavy trousers tucked into their clumsy boots and one even held his hat in his frozen hands after those bleak nights of blizzard and snow. They owed their elevation to the Czechs who said they had discovered them in the act of removing a rail from the road which it was their duty to guard. One had seemingly been taken by surprise, his head battered in and his brains spilling, hanged later, it might be surmised, for example to the neighborhood. The others, by evidence of his protruding tongue and his distorted features, had paid the price forthwith to the hangmen Czechs. There was a grim logic in the scene, the overturned train, smashed beyond repair, and the two stark figures, blood-stained and gray, facing each other with dropping eyes across the rails which their hands would have wrecked. One could but wonder what had been the proceeses in the dark forests of their minds, what limited horizons, what tangled taiga of ideas and uncomprehending hatreds, grown in all the years of ignorance and the bleakness of Siberia had brought them thus to dangle, signposts of the road.

Roving Guerilla Bands

Roving guerilla bands, of which these two figures had been probably tools, are now roaming largely in Siberia. Especially in this region of Krasnoyark, which has always been a Bolshevik center, are they agitating the peasants. The situation is now reached the point when trains must be held by night and move only by daylight, many trains now reporting something of a brush with the marauding bands. The experience of the Red Cross train returning recently from the front, with the commissioners from America, may be regarded as typical of the conditions in late April and May.

At Kansk Yennesseya, the first news began to trickle in of Bolshevik trouble ahead. Siberia, however, is infected with nothing if not with rumors and the train ran on, crossing a bridge and passing through deep forest, coming into Cloochee late in the afternoon. At this station, other trains had collected and were apparently being held by the commandant who also informed the American trains that it could not pass the next section by night. The presence of two armored trains and the tales of the Russian soldiers from a troop train which lay alongside gave some semblance of truth to the reports and the commandant was very positive that no train could enter the following section until morning. While the Americans, on an American rush to return to Vladivostok, were discussing the matter, news came that the wires to the rear had been cut and the bridge just passed had been captured by the Bolsheviki. The wires were also down ahead, beyond the next station, Taishet. Cut off, with the other trains, the American Red Cross train put in the night, entertained by the flying rumors of rails up, passengers sniped on the trains the day before and stations raided.

Nothing untoward, however, occured in the night, and the commandant of the section kept his word and released the train early the next morning. As the train ran slowly on in the infected district, the engineer keeping a sharp lookout for loosened bolts, many troop trains passed and several improvised armored cars, crudely but effectively built up with sand bags and logs. One train had eleven machine-guns, two on the engine, one on the tender and the others on open cars. The atmosphere was not without a suggestion of danger and suddenly there was a cry of "Bolsheviki," Men were emerging, without warning, from the edge of the forest apparently meaning to head off the train. Only in time to save what might have been a pretty international complication, an officer with glasses dicovered their real identity and gave the cry "Czechs."

Fight With Bolsheviki

The train slowed down as the long line, with rifles, plowed through the deep snow to the accompaniment of a sharp rifle fire from the forest beyond the open snow. Clear targets against the white snow, the men ran on, one stumbled and fell. The leader's face was streaming with blood, where a bullet had plowed its way through his cheeks but the line plunged on, carrying the fallen man swung between two of them in a blanket. There had been a brush with the Bolsheviki hidden in the scattering forest and the Czechs were returning for machine-guns, having secured which, they returned in open formation. And soon the sharp rattat of the machine-guns began to break the foreast silence.

The wounded man proved to be not seriously injured, the bullet having cut a clean passage through the cheek bones. After he had been bandaged, they carried in the dead, one man shot through the heart and swiftly oblivious, the other with a small puncture in his abdomen, probably succumbed to the rough jolting of the transport across the drifts. The roll of Czech dead had added two more to its already too long list of dead and wounded in the struggle for Siberia. The nervous engineer climbed back into his cab and the train slowly proceeded along the track, bearing the wouided man and the still warm and limp dead.

The two armored trains seen at Cloochee patrol this section of the road constantly. Having assured themselves that the road is clear, they then telephone back for the other trains to proceed, but it has sometimes occurred that before the train can pass, Bolsheviki dressed in white and of low visibility, have crept up and loosened bolts or are prepared to shoot the passengers. Taishet has been recently raided and many Czechs killed. But the Bolsheviki suffered heavily in a retaliatory raid. Omsk troops have been recently despatchd to reinforce the Czechs. None of the raids are of extreme importance but it is to be regretted that with the Siberian army winning on the Russian front, the rear should be thus disturbed.

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St. John's University News Items

In memory of Mr. O. W. Gott of the faculty of St. John's, who died at a training camp in the United States last year, a brass tablet will be erected by the faculty and student body. A committee has recently been formed to take charge of the matter.

* * *

On account of the general strike of students in Shanghai the final debate for the Intercollegiate championship which was to have been held last Wednesday has been postponed. Announcement will be made, if it is found possible to hold during the present school year, of the time and place.

* * *

The annual alumni number of the St. John's Echo has just come from the press. It contains articles of interest upon present day education in China and upon the teaching of science in China. An excellent account of the St. John's Alumni School at Wusih is to be found in the issue. This school which was undertaken about a year ago by a group of alumni has had an excellent year and the management hopes to get it upon a more permanent foundation before long. It has opened up, as the report says, a practical field of social service. The number is illustrated, having as a frontispiece a picture of the St. John's Club of the Eastern States, U.S.A., taken at Syracuse University last September.

* * *

In anticipation of the general strike of students in Shanghai, St. John's declared an indefinite suspension of exercises beginning with last Monday. In the meantime the student body has organised itself and elected committees that are directing the work of the students. The spirit of self control among the students is splendid.

Vladivostok Wharf Is Scene Of Big Fire

Vladivostok, May 22.—Fire broke out in the warehouse No. 15 on the naval wharves at about 11 o'clock last night and all the goods stored in the warehouse were destroyed after three hours of burning. The goods destroyed included cotton, paper and other goods. The American and Japanese warships in the harbor landed parties of marines for the maintenance of order. The loss is estimated to reach many millions of roubles. It is rumored that the fire is due to incendiarism of the Bolsheviki.

When you go for a walk in the country round Shanghai

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JAPANESE TO BE URGED TO STUDY IN AMERICA

Medical Students To Go To U. S. Under New Scheme Of Co-operation

Tokio, May 25.—A new form of international co-operation between the United States and Japan is announced in the information of a committee which has been formed for the purpose of furthering post-graduate study on the part of Japanese students, who will be encouraged to go to America to pursue such in the leading scientific institutions there, says the Japan Advertiser.

A farewell dinner was tendered to Lieut. Colonel R. B. Teusler, head of the American Red Cross Commission to Siberia, at the Chuotei. Baron Sakatani was host and the dinner was attended by a score or more of the leading university professors of medicine. The host and guests were part of a Japanese committee which has already been formed to further post-graduate medical study for Japanese in the United States.

Leading Scientists Members

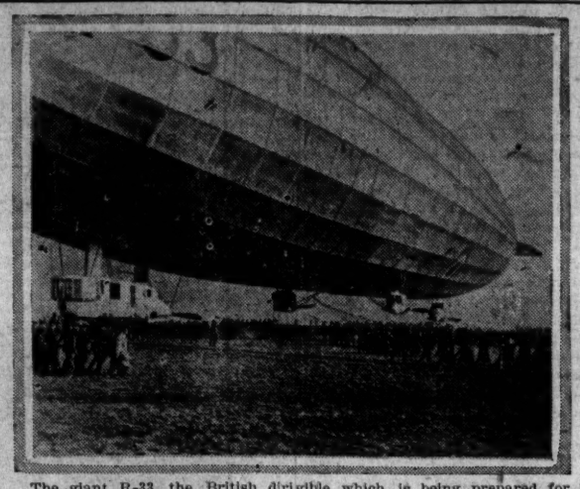
This committee will co-operate with an American committee which has likewise been formed, the members of which have been chosen by Dr. Richard Pearce, Professor of Pathology at the University of Pennsylvania, and a leading authority in the United States.

The American Committee consists of forty-five of leaders in the fields of medicine, biology and zoology. Among those on the American committee are Dr. William Welch, Dr. Francis Peabody of Boston, Dr. Howard Kelly of Baltimore, Dr. Swift of New York, Professor Folin of Harvard, the Mayo Brothers of Rochester, Minnesota, Dr. Brackett of the Massachusetts Journal, Dr. Rufus Cole, Director of the Rockefeller Hospital, New York, Dr. Simon Flexner, Director of the Rockefeller Institute, New York, and others. The American committee will also include Mr. P. P. Claxton., United States Commissioner of Education.

Will Work On Plans

Viscount Ishii is an honorary member of the American committee, while the American Ambassador, Mr. Roland S. Morris, and Baron Goto are honorary members of the Japanese committee. Mr. T. Sakai of Mitsui Gomei Kaisha is also a member of the Japanese committee, as he was one of the leading spirits and organisers of this movement. Col. Teusler, who is on his way to Washington to report on Red Cross work, will during his stay in America visit Dr. Pearce, Chairman of the American committee, and arrange for the carrying into execution of the plans which have been awaiting the termination of the war before being carried through. Col. Teusler has had this project in mind for a number of years, and its realisation will be another tribute to the splendidly constructive work which he has already accomplished in the Far East.

Trial Trip Of British Dirigible Proves Success



The giant R-33, the British dirigible which is being prepared for a flight across the Atlantic, photographed at Selby, England, as it was leaving for its trial trip. The big air vessel is 670 feet long and is said to have a cruising radius of 5,000 miles. During the trial trip it attained a speed of more than thirty miles in a half hour. The spectators are shown aiding in the launching of the big craft.

Japan Lifting Ban On Trade In Drugs

Country To Allow Export Of Various Chemicals And Other Goods

Tokio, May 25.—In view of the gradual return to normal of the supply of various chemicals, drugs and metals, the Japanese Government has lifted the export ban thereon, which was proclaimed in September, 1914, for the purpose of conserving the stock which there was small prospect to replenish and to protect these industries from the extreme famine of the raw materials on which they depend.

The ban was lifted under date of May 23 and their export and re-export are free. The following is the list of released goods: caustic soda, soda ash, borax of soda, crude rubber, rubber goods, copra, cocoanut oil, tin goods, tin amalgam, chrome, ferro-chrome, chromic steel, tungsten ore, molybdenum ore, tin ore, hydrochloride of tin, nickel ore, nickel, ferro-nickel, manganese ore, spiegel-eisen, ferro-manganese, cobalt ore, cobalt, ferro-cobalt, molybdenum, tungsten, ferro-tungsten, antimony plumbago, mica, mica goods, Chili saltpetre, potassium cyanide, cyanide of soda, hydrochloride of cyanide containing either potassium cyanide or cyanide of soda, tin plates, all kinds of wool, worsted yarns, army cloth, woolen blankets, woolen knitted goods including underwear, gloves, and stockings.

As an exception Singapore tin is still retained on the list of restricted exports, apparently because Singapore keeps up its restriction on the shipment of tin.

The present change in the commercial rulings is received with satisfaction by the trades concerned particularly mineral and chemical men who have been hard hit by the reactionary tendency ruling in their lines.

Eta Colony In Kobe Is Soon To Be Sold

District Exclusively Occupied By Them Is On The Market; Big Tract Involved

Tokio, May 25.—A real estate offer which is remarkable not only for the amount of urban territory involved but for its sociological significance as well is reported from Kobe, where the entire city district of Itoki is on the market. This district contains nearly 86,000 square yards and more than a thousand buildings—stores, factories, houses and restaurants, with a population exceeding 6,000, everything except the people being offered for Yen 2,179,000, which, by the way, is more than double the price at which the entire property was held just before the war.

All the inhabitants of Itoki are of the eta class, the decendants of former slaves and captives of war, shunned socially by all other Japanese. The fact that these people have lived in their own exclusive quarter in Kobe from one generation after another has set them apart even more than is usually the case in other cities and it is because the sale of the district will force the eta to move and necessarily scatter that Mayor Kashima of Kobe and others interested in the uplift of these social outcasts is so much in favor of the deal going through as soon as possible.

More or less of a movement is being carried on by humanitarians in Japan to throw down the social barrier between the eta and the rest of the population and it is thought that the breaking up of the Kobe eta colony will help all those involved very materially.

AMERICANS ARE ACTIVE IN WASTE SILK MARKET

Buyers From United States Have Edge On European Dealers In Japan

Tokio, May 25.—The waste market is a trifle active. American buyers strenuously maintain their purchases and in spite of a degree of hesitancy shown by European firms the price is going up.

Producers have been quite independent toward the buyers, because Japanese spinners cover their needs at producing centers and they can put through good business at their own prices. Therefore, buyers for Europe, who are much inconvenienced by the advancing exchange on Paris, have stood in a comparatively difficult position. Some of them recently covered something like 70,000 kin, but no disposition to follow up the transaction is shown.

Buyers for the United States on the other hand are not handicapped with rising exchange and follow sellers' prices fairly well. Though in small lots still, they are steadily maintaining their purchases. It is believed in the market that they will develop their purchases further in keeping with the recovery of the silk industry in the United States.

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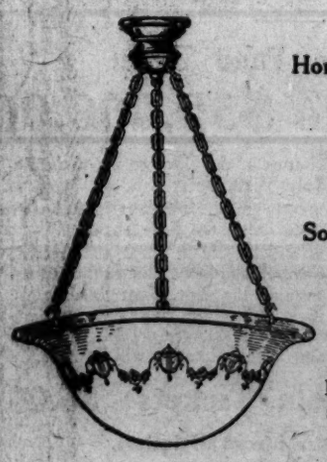

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(*New York Times*)

It had the fragrance of geranium blossoms. It was an oily amber liquid, highly explosive, and bursting into flame with water. It was the American super-poison gas, deadly by contact or by inhalation of the smallest detectable portion. A drop on the hand would cause intolerable agony and death after a few hours. It was called methyl (partly because that name did not describe it) and it was the climax of this country's achievement in the lethal arts.

The signing of the armistice spared the enemy any first-hand acquaintance with the terrors of methyl, Major Gen. W. L. Sibert, in command of the Chemical Warfare Service, had directed that 3,000 tons of it, in shell and drums, be in readiness on the battlefield March 1, 1919. Ten tons a day were being produced in an eleven-acre plant near Cleveland, Ohio, and the plant was two months ahead of its schedule when Foch crossed No Man's Land to offer terms to a beaten foe. It is estimated that ten tons of methyl is one ton more than enough to depopulate Manhattan Island; and so it is not difficult to guess what would have happened had Hindenburg and his cohorts persisted until Spring.

Two days after the armistice was signed workmen began dismantling the big plant. They scrapped the complicated and expensive apparatus, every piece of which had been specially planned and manufactured for the production of the most terrible instrument of manslaughter ever conceived. On Feb. 1 the work of demolition was complete. There remained no trace of that scattering array of barracks and laboratories which had been a cradle of death. But the formulas, processes and personnel were painstakingly set down for the records at Washington against the contingency of another war.

There did remain, however, tons and tons of methyl. What was to be done with it, now that there was no longer any active occasion for exterminating Germans? Cleveland did not want the deadly stuff dumped into Lake Erie, and there seemed no practicable method of neutralising its deadliness chemically. Almost enough was on hand to destroy the entire people of the United States, and some safe way must be found to dispose of it.

The ocean was selected as its catchbasin. Difficulties were met in transporting the stuff from Cleveland to the ocean. Handling such quantities was perilous. So it was put into big iron containers, for it does not react on iron, and those containers were loaded into freight cars. Then there was assembled the most extraordinary train probably that ever traversed American railroad tracks. It moved under an armed guard and on a special schedule. No railroad employe rode on it except the engine driver. The train moved slowly, so that two days were consumed in the journey from Cleveland to the Edgewood Arsenal near Baltimore. And then the iron containers were stowed gently in a ship and taken fifty miles to sea, where they were lowered over the side into water three miles deep.

Rust will eat pinholes into those containers, and there will be a minute and gradual intermixture of water with their fatal contents. In such circumstances there is no flame, but a slow chemical reaction which produces two non-toxic compounds. Experts do not believe even that fish will perish from the presence on the ocean bed of this vast quantity of poison. When the salt water of the Atlantic embraced the last of those iron tanks, finis was written to a chapter in American war effort which, until now, has been a secret scrupulously guarded.

Compare this secret new compound with "mustard," which the chemists dubbed "king of poison gases." Mustard was first used by the Germans, with terrific effect, at Ypres, July 20, 1917. Thereafter its use became general, and afforded such marked tactical advantage to the enemy that retaliation by the Allies became imperative as a matter of self-preservation. American chemists devised a formula one-fourth more toxic than that used by the Germans. The gas, known to chemists as dichlorethyl sulphide, is now the common property of the combatant nations. The processes by which it is made are generally known. It is sweetish liquid, both in taste and smell, about as volatile as turpentine. In contact with the skin its presence is at first not noted. Then there begins the burning and swelling which prompted its nickname among the Tommies. Its spread through the tissues, and on reaching the lungs breaks them down, setting up what is called "chemical" pneumonia, usually fatal.

Methyl is somewhat more volatile, and is comparable in that regard with benzol. Instead of being inoffensive at first contact, it sets up an acute and almost unendurable pain. It does not spread through the tissues, but poisons the blood and attacks first the kidneys, then the heart and lungs. It hardens the cell tissues of the lungs, and causes simultaneously strangulation and a heart affection which speedily produces violent death. If taken into the lungs by inhalation in any perceptible quantity it kills almost instantly. It is estimated to be seventy-two times deadlier than mustard.

The processes of manufacturing the two poisons differ radically. It is not permissible even now to tell what basis is used for methyl, but its manufacture from the raw material requires but a short time. The equipment is elaborate. No fear is felt that experimenters will be able to make such a gas. That the United States came to know of such a poison was due, in the first place, to an accident. Years ago a student of chemistry, then living in another country, happened upon a combination which almost cost him his life. It was a compound never made before, or at least never recorded. Subsequently he came to this country, and when the question of poison gases came to the fore he recalled his narrow escape and imparted the information to the Government. The production of methyl resulted.

Not one worker died from poisoning. In large measure this was due to the precautions enforced by Captain George A. Plummer, a physician from the Mayo Institute, whose work was the care of lives in an institution dedicated to the destruction of life. But, in addition to those precautions, a mask and suit of clothing was devised which afforded protection against methyl. Defensive work went hand in hand with the offensive work. None of the gas masks invented to save lives from mustard gas and the other poisons was effective against methyl. It is a certainty that even now should it ever become necessary to use this poison in warfare, the enemy would be a long time in finding a way to protect himself. But the workers themselves were equipped with a uniform and face covering which afforded safety.

The work went ahead with remarkable rapidity. An entire plant was supplied with an equipment such as had never been used before. To complete the plant required three months. The speed accomplished was due to the fact that the biggest industries in the United States fitted for that kind of work put themselves behind Uncle Sam in his war effort.

Colonel F. M. Dorsey, formerly chemical engineer of the National Lamp Works of the General Electric Company, a graduate of Ohio State University in 1908, and a man who added courage and tremendous driving energy to his specialised technical ability, became chief of the development division under General Sibert. The General Electric Company permitted him to give all his time to the work. M. W. Allen and Mr. Batchelor of the National Carbon Company, F. S. Terry and B. G. Tremaine, General Managers of the National Lamp Works, and J. E. Randall, its consulting engineer, offered their facilities and met all the expenses involved, under an agreement to be reimbursed later at the convenience of the War Department. This was to save the time which would have been consumed in waiting for appropriations. Time was as precious as poison gas in those days; and to the efforts of these men can be credited much of the success of the development division of the service.

Captain W. H. McAdams, a graduate of the University of Kentucky, 1913, became Colonel Dorsey's executive assistant and right-hand man. Other executives and experts were recruited from the largest and most successful industrial establishments in the United States. The companies put into the war work assigned to them not only the superb technical equipment of their employes, but also their own tremendous resources.

In the production of mustard and other poison gases known to the public some complaint was made of delays. No such complaint could have been made about methyl, even if the public had known anything about it. This compound is known to the Chemical Warfare Service also as G-34. The preliminary experimental work with it was done by the Research Division at the American University, Washington. When General Sibert on July 12 last told Colonel Dorsey to make ready to manufacture the poison, it had been produced by a laboratory process of five steps. Subsequently the fourth and fifth steps were revised. But the immediate problem was the design and layout of a full-scale equipment for quantity production. Some of the raw materials required were of an unusual nature for such work, and were difficult to procure. It was necessary to manufacture two of them in the plant itself. And it was necessary to assemble a new organisation of exceptional caliber.

Colonel Dorsey set to work with that energy and lack of ceremony which had won him a name in the industrial world for getting things done. He took over on July 19 the abandoned plant of the Ben Hur Motor Company at Willoughby, Ohio, a suburb of Cleveland. On July 20 he installed Major James B. Conant of the Research Division there, with Lieut. Col. W. G. Wilcox in charge as Superintendent. On July 26 there was a guard on hand of twenty-five men, and work was under way. The plant was in such condition that it was necessary to grade the dirt floor, wire it for electricity, provide for sewage and water, install desks and chairs. The first of the laboratory equipment arrived in trunks, as personal baggage. Colonel Dorsey was in a hurry.

Space will not permit a detailed narrative here of all the obstacles overcome, of all the vexatious barriers to be hurdled in order to make this a record achievement in speed. The utmost secrecy surrounded the efforts. It was forbidden to officers and men to divulge the nature of the product or even the existence of the plant. Mail was censored. A Cleveland Post Office lock drawer was used, and letters were mailed and received there, for the very name of Willoughby was verboten in correspondence. Telegrams were sent through the headquarters at Nela Park. The experimental plant, as it was called, was conducted as an army post, and the men were not permitted to visit Cleveland. The work was hard and there was no recreation. But patriotic men and women of the neighborhood, who knew something was being done for the country but not what was being done, supplied the men with reading matter, a Victrola, fruit, and pies, and even a grand piano!

Klaxon horns were installed and an alarm system agreed upon, and the men in the plant worked always with their masks in the "alert" position. A fire and gas brigade was organised and alarms were given at intervals, sometimes "for cause." But none of the men was lost from poisoning. The only death at the experimental station was from influenza.

The methyl was packed partly in 155-millimeter shells, each carrying about ten pounds of the liquid, and partly in drums carrying from 350 to 400 pounds to be dropped from airplanes. It is estimated that fifty of these drums, judiciously dropped about Manhattan Island, would kill its population.

In this connection it is pertinent to reveal some facts until now not known to the public, about the manufacture of mustard gas. The chlorhydrin process for making this poison was unsuited to quantity production, and it was not until February, 1918, that an English professor's discovery of a new method was cabled to America. The cablegram anticipated by just two days a discovery of the same reaction at George Washington University in Washington, where experimental tests were under way.

In March a small experimental station was established at Taft Avenue and East 131st Street in Cleveland, with Colonel Dorsey (then Mr. Dorsey of the National Lamp Works) as technical director. The little two-story office building of the Great Lakes Refining Company became, in August, the offense section of the Development Division, with Colonel Dorsey in charge. It was connected with a large single-story structure suitable for plant operations.

This plant, within six miles of the Cleveland public square, was in a congested district, and great precautions were necessary to avoid gassing the neighbors, who did not suspect the deadly material being prepared within. But few outsiders ever became aware of the nature of the work being done in East 131st Street, and no serious trouble was caused by it. The second-story room was converted into a control and research laboratory, and was equipped with ten well-ventilated hoods and all the necessary equipment. The rapid assembly of the materials was made possible through the co-operation of Cleveland manufacturing concerns, hose attitude throughout the war has been thus expressed: "If we have it, the Government can have it; if we haven't, we'll get it."

At this plant no barracks nor mess hall was provided, and the men ate and slept wherever they could in the neighborhood. As each arrived, he was told what was being done and its importance was explained to him; and the officers in charge report that the workers performed eagerly and thoroughly the tasks assigned to them, although often they were immediately transmitted to the tedious and hazardous.

The results at this plant were Edgewood Arsenal (Hastings-on-Hudson) plant, to the National Aniline and Chemical Company plant at Buffalo, and to the Dow Chemical Company at Midland, Mich. At each of these places mustard gas was made in quantities. Nela Park, so named from the initial letters of the National Electric Lamp Association, forerunner of the National Lamp Works, was the hub from which these spokes radiated. At Nela Park investigations were made of two other poison gases, before the methyl work was undertaken, but the War Department stopped the other inquiries before they were completed. The main result of the 131st Street plant was the development of mustard; the main result at Willoughby was the production of the death-dealing methyl.

It may be seen with what caution and energy the United States set about meeting German ingenuity in cruelty and destruction, and how successfully American chemists surpassed the enemy chemists. The visible death-dealing evidence of their technical skill has been destroyed. France and England and Italy are continuing their chemical warfare services unimpaired. The United States has disbanded her personnel and dismantled her plants.

To the Chemical Warfare Service was assigned the Bureau of Mines. Dr. W. K. Lewis, representing the bureau, went to Cleveland on April 28, 1917, to enlist the aid of the National Carbon Company and the National Lamp Works of the General Electric Company. At that time mustard gas was the main goal, and electric power was required to make chlorine and graphite for the electrodes. Moreover, expert knowledge about charcoal was required on the defensive side of the work, in devising gas masks and other protective apparatus. For example, tests at Nela Park proved that cocoanut hulls were the best raw material for making absorbent charcoal, and so that material became the standard. The plant of the Great Lakes Refining Company in Cleveland was taken over for mustard gas research, and its personnel of 35 was increased to 175 officers and enlisted men. That was a microscopic but typical example of the methods adopted to meet the greatest emergency in America's military history.

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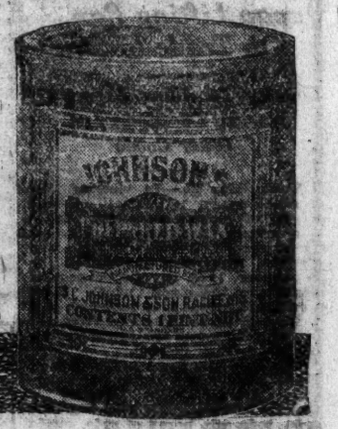

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German Blunders Leading To Defeat

On The Western Front And Among The Deceived Civilian Population Was A Fatuous Disregard Of Facts, Even After America's Millions Had Arrived In France

By Philip Gibbs

The generalship and staff work of the German army was in many ways masterly, and far higher in efficiency and knowledge during the first two years of the war than that of the British, and even of the French. It would be absurd to pretend that British generalship was in the early days a match for the enemy's.

There was hardly a General in the British army who had ever handled more than a division of men in the field, and army corps or groups of divisions were unknown to our staff officers. They had to learn how to move men in masses, whereas the German Generals in times of peace were familiar, during Autumn manœuvers, with armies on the full scale of modern warfare. In strategy and tactics they were trained scientists who had devoted all their mental energy to the study of the actual problem of the war in which they deliberately engaged by the most minute study of every detail which might help forward its success.

In their war colleges and staff schools they had analysed every alternative plan of attack, every possible method of striking rapidly and effectively so as to destroy their enemy by weight of numbers hurled upon unprepared positions, and they were certain when they moved their troops toward the French and Belgian frontiers, in July of 1914, that according to the unalterable laws of military science, the game was in their hands.

And yet they failed.

Germans Ignored Human Soul

By striking through Belgium, which was almost defenseless against their onrush, they gained their first and frightful advantage. The French General Staff, who ought to have known through their intelligence branch what was common talk in German military circles long before the war, failed to anticipate this northern attack and exposed themselves to its thrust by concentrating all their best troops behind the eastern frontier.

In spite also of the forty years' menace against them, the French were utterly unprepared for war of the kind that was to happen, and were despertely short of equipment, heavy guns, ammunition, and transport. They committed many grievous mistakes, and had paid a frightful price for them by the time they had weeded out their older and unscientific Generals, reorgansied their methods of defense, devoted the whole energy of the nation to the production of war material, and gave important commands to younger men of scientific ability. They were late in making these reforms, and the Germans had struck deep down into France before they were made. And yet the Germans failed on the Western front.

Why?

To answer that question it is necessary to take the whole of the German war plan into consideration, both east and west, and to analyse a little the peculiar psychology of the German mind. In my opinion they lost the war entirely by reason of their psychological stupidity, which was the overwhelming weakness behind their military technique. In other words, they had manufactured a terrible war machine almost perfect in its mechanism, but guided by men stone-blind to the soul in human nature.

Obsessed With Russia Bogy

Before dealing, however, with that part of the subject it will be well to recall, simply, the early events of the war.

The German General Staff, with the German people, had long been obsessed with the bogy of Russia, and when the Russian armies began to move westward they were undoubtedly stricken with fear at the vision of the Russian "steam-roller." For two years they sacrificed vast numbers of their finest troops to put their weight against that Russian mass and to roll it back through blood and mud, gaining spectacular and high-sounding victories which set the joy bells ringing in Germany, and led to—Bolshevism.

That anarchy was the revolt of men who had seen their sons and brothers sent forward in masses, without support of guns, and often without rifles, against German armies with the most powerful artillery in the world and machine-gun fire which killed men in swaths. It was the mad and fierce vengeance of mobs against leaders who had governed by bribery, corruption, and treachery, and had sold the bodies of their countrymen to the torturers for roubles paid by Germany, or robbed by imperial taxation.

In spite of its later cruelties, worse than those of beasts, if there is any truth in reports from Russia, the first instinct behind the movement of the Bolsheviki was an agonised cry for brotherhood in place of human cruelty of castes and war lords. The spirit of that cry caught hold of the German troops in Russia, and before the war ended weakened them as defenders of German castes and war lords. From a military standpoint the German obsession in Russia divided their armies, and our Western front, heavily pressed as it was, did not recover the full weight of the German attack, in all available strength, until March 21, 1918.

Again and again—it is almost certain—the enemy would have broken the Western front and rolled up the French and British armies if he had just put in that extra bit, of weight needed at the exact moment of great success. That he did not do so was partly lack of men, owing to the adventures in Russia, and partly a military hesitation due to ignorance of our extreme weakness.

Her First Colossal Blunder

The first colossal blunder of the enemy was in August of 1914, when his armies were striking down through France in five columns. General von Kluck was commanding the right wing of the German armies and the little British army—the old "Contemptibles"—were fighting back from Mons with a French army on their right largely composed of old "Territorials," who were not reckoned upon as first-line troops, battalions of Senegalese and Moroccans, who had not the same "striking" power as the French or British.

Von Kluck's army passed through Amiens in a great tide, after the retreat of the French from Bapaume which I saw on a tragic night, and then bore down past Beauvais and Meaux to Creil and Chantilly, not far from Paris. The game seemed easy to him, but in his confidence he did not trouble to take advantage of one supreme chance which was his, and that was the capture of the Channel ports. For a little while they were at his mercy.

Could Have Had Channel Ports.

I saw the last uniformed men—customs officers, firemen, and policemen—leave Boulogne, which lay open to the enemy. Calais and Dieppe were undefended. The British army had moved its base from Boulogne to St. Nazaire, away down south.

At that time Germany could have seized the coast for nothing, which afterward she fought desperately and in vain to get. With that coast in her hands her submarine warfare would have been a more terrible and deadly menace to England, and therefore to France and all of us.

But von Kluck, acting under the orders of his General Staff, drove steadily down, leaving the coast as fruit to be plucked later, and intending to drive a wedge past Paris, which would then fall into his hands as the best fruit of all. Three things upset his reckoning and spoiled his plan. The first was the survival of the little British army as a fighting force when he thought it was annihilated, and the second (and more important) was the genius of a certain French General named Foch, not then famous in the world; and the third was the spiritual exultation of the French troops, which lifted them suddenly from the despair of their first tragedies and made them certain, with a fine, wonderful faith, that they would turn back the German tide.

On a day when it seemed possible that the whole French line might have to fall back in a further retreat, so that Paris herself would be abandoned to the orgies of a conquering army, Foch in the center of the French line said, in spirit, if not in those exact words (I was told then by the son of the French Chief of Staff) "I am not going to retreat. I am going to attack."

He attacked late in the evening when the Germans had lit their bivouac fires, believing that the fighting of the day was over, and he sent the Crown Prince's army reeling back from the Marne. The whole German line had to fall back to the Aisne to conform with the retreat in the center, and von Kluck's army on the German right, nearest to Paris, had to retreat in disorder, fighting bloody rearguard actions.

French Troops In Taxicabs

Marshal Joffre, quick to realise the wonderful chance, ordered General Manoury to attack von Kluck on the flank with the Army of Paris, which was taken up toward Meaux, as I saw the troops go, in the little red taxicabs from Paris, five men to a cab.

The British army, weak in numbers after heavy losses down from Mons and Le Cateau, was still strong in spirit, and they attacked the River Ourcq and harassed the enemy's

(Continued on Page 20)

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German Blunders Leading To Defeat

(Continued from Page 19)

rearguards with their horse artillery in so fierce a way that when I followed across those fields I saw heaps of German dead swept up in piles like Autumn leaves and burning in bonfires after petrol had been poured on them.

That first victory of the Marne was the deathblow to Germany's hopes of a quick, certain victory, and after that they knew the war would be a long, costly and uncertain struggle.

In November of 1914 and again in April of 1915 von Kluck's army in the north tried to smash their way through to Calais, which they had failed to take in their first rush down to Paris, and they found themselves up against the British, who had swung up north into Flanders and Picardy. In the first battle of Ypres they almost succeeded in smashing their way through the British lines, weak in numbers compared with their strength, and should have done so by just that extra "punch" which so often they failed to deliver when the game was in their hands.

So it was also in the second battle of Ypres, when their first use of poison gas gained a stupefying surprise. The English, Irish and Scottish troops, supported for the first time by the stubborn courage of the Canadians, fought until they were but a thin brown living line standing in the midst of their dead and wounded, and, again, victory might have gone to the enemy had he known our extreme weakness and made use of his own strength to the uttermost. But he hesitated to deliver the last attack, because of his own fearful losses, and the British held Ypres, and never let go.

The Germans now made a colossal and enduring error in their war plan, and by that stupidity lost their supreme chance of victory. They established themselves in trench positions on the Western front and were content to hold the lines in defensive and stationary warfare for more than a year while they devoted their main energies of attack on the Eastern front. That gave England the time to build up a new army on a vast scale, to make guns by thousands, to manufacture high explosives by millions of tons, to rally up the young manhood of all her empire, and to blockade Germany by a worldwide net of sea power.

In the battle of the Somme, during the second half of 1916, after many small and desperate battles before, the British armies in France and Flanders with French troops on their right took the offensive, smashed their way through a fortress system of trenches thirty miles deep and forty miles broad, and in spite of their own enormous losses destroyed immense numbers of the enemy and broke the spirit of the German troops engaged against them by the fury of their gunfire and the unending intensity of their infantry attacks.

The Germans called this slaughter of their manhood "the bloodbath of the Somme," and at last they could stand it no longer and made their first big retreat in Flanders and Picardy, across a wide sweep of territory, which they laid waste behind them, to the shelter of their great Hindenburg Line which they had been building for a year. The British troops did not cease their attacks during the whole of the following year, (1917,) and in the battles of Arras, Messines, Lens, Flanders, and Cambrai inflicted prodigious losses on the enemy—at a fearful price to themselves, draining Germany of her blood.

War Lords Took Gambler's Chance

By this time the war lords of Germany began to take leave of their senses under the desperate strain of their position. They no longer acted on the laws of military science, but on the gambler's instinct.

With a most incredible folly they took the risk of adding the greatest power in the world—in numbers of men and in potential energy—to their list of enemies. With almost deliberate carelessness they flouted the United States and forced her to declare war. Their temptation was great. The British naval blockade was causing severe suffering by food shortage to the German people and denying them access to raw material which they needed for the machinery of war.

The submarine campaingn, ruthlessly carried out, would, and did, inflict immense damage to British and Allied shipping, and was a deadly menace to England. But German calculations were utterly wrong in estimating the amount of time needed to break her bonds by submarine warfare before America could send over great armies to Europe, and the German war lords were wrong again in under-estimating the defensive and offensive success of the British navy and mercantile marine against submarine activities.

By those miscalculations they lost the war in the long run, and by other errors they made their loss more certain.

One immense mistake they made was in regard to the psychology and temper of their soldiers and civilian population. They put a greater strain upon them than human nature could bear, and by driving their fighting men into one shambles after another, and by trying to dope their people by false promises which were never fulfilled, they sowed the seeds of revolt and despair which finally launched them into gulfs of ruin.

The 'Great Swindle'

As early as the Autumn of 1916 I began to see signs of revolt among German soldiers against the slaughter to which they had to sacrifice themselves.

Many prisoners to whom I spoke had abandoned hope of victory even then and cursed their leaders. In letters which I grabbed from German dugouts, and in thousands of letters which fell into the hands of our intelligence officers, there were cries of agony and despair from the civilian people writing to their men in the field. Again and again people writing from many different towns used the same phrase to describe the war. They called it "The Great Swindle." Revolution was beginning its murmur, and soldiers were talking of desertion and beginning to desert.

Then in the Spring of 1918 the German Headquarters Staff prepared to play their last card on a gambler's venture. They believed that at last they held the trump card to redeem all their losses. Russia was out of the war definitely and absolutely, and after the infamous treaty of Brest-Litovsk the German war lords hurried over to the Western front nearly all their divisions who had been in the east. They did not know that many of these troops had been converted to the Bolshevistic philosophy of pacifism. They failed once again to give credit to the unbreakable faith and courage of the French and British.

They did not believe that the American armies would arrive in time to count. The German people knew of the coming offensive and waited for it with bloodshot eyes and a kind of last parting hope. The German officers were, mostly, confident of success. The German soldiers shrugged their shoulders and said: "It will be another shambles."

When British Line Broke

The first blows struck against the British were successful. Attacked by 114 divisions to 48, the British line broke and they fell back in a fighting retreat, with heroic rearguard action, first to the outskirts of Amiens, and then to the outskirts of Ypres, losing all their gains in two years of costly fighting except the losses they had inflicted on the enemy's man power. Then the French line broke at the Chemin-des-Dames, and they, too, fell back to the Marne, and once again the Germans drew near to Paris. It seemed to them as though at last they had indeed the game in their hands. But it was only ignorance and stupidity which made them think so.

They did not take into consideration the genius of Marshal Foch, nor the tenacity of the British, and French, nor the striking power of the Americans now ready to attack with many divisions, and now rushing across the Atlantic in a great tide.

The British, though terribly weakened for a time, held their lines intact against enormous odds "with their backs to the wall," as Sir Douglas Haig called upon them to do. The French troops fought desperately in defense with all their old heroism and faith. And Marshal Foch played the game of strategy with superb skill and courage. For a time he dissipated his Army of Reserve by supporting the British line, and the Germans, knowing this, took enormous risk of striking down in a deep wedgelike salient to the Marne with open flanks.

"Foch has no Army of Reserve," they said. "We can do what we like with him."

But as rapidly as he had sent his blue men behind the British khaki he called them down again, borrowed four British divisions, reinforced more by drafts of young boys from England and Scotland—from the last reserves of British boyhood—and brought up the Americans. He had his army of reserve and the struck on three sides of the German salient and smashed the Crown Prince's army like a cardboard box.

When They Realised Defeat

Ludendorff knew that night that Germany was lost. It was Germany now that had no army of reserve.

The Crown Prince had to borrow from the troops of Prince Rupprecht of Bavaria, who had been waiting with twenty-nine divisions in hand for another smash through the British lines. They went into the furnace fires. It was the turn of the tide, and it turned against the enemy until he was swept back and engulfed. Three hundred thousand boys of 18 years of age, the younger brothers of the older brothers who had gone before, were sent out from England and Scotland to fill up the gaps in the British army, and with the Canadians and Australians supported later by three American divisions, they began a counter-offensive and fought a battle every day, when they smashed the enemy out of his lines of defense, broke through his best and strongest defensive system—the Hindenburg Line—captured many great cities—Lille, Turcoing, Roubaix, Cambrai, Tournai, Douai, Valenciennes, Maubeuge—and entered the little old town of Mons, where the British army had first withstood the shock of German arms—on the morning before the armistice ended all fighting with the most abject and humiliating surrender of any great power in the history of the modern world.

German War Machine Smashed

The Americans and the French, up to the time of the armistice, drove the enemy before them between the Argonne and Rheims, and the Allied armies on all parts of the Western front captured many hundreds of thousands of prisoners, many thousands of guns, scores of thousands of machine-guns, and vast stores of the enemy's material of war, so that the German war machine was smashed to bits by November 11, 1918. Not only was that machine smashed, but the spirit of the German army and of the German people was broken also—broken to the dust of an unavailing despair.

Before that morning when German Generals crossed the Allied lines with the white flag of surrender it was revealed to them in a blinding light that they were ruined. They knew that behind the American divisions already in action against them, and proving heroic quality as fighting men, there was a New World in arms, ready to pour millions of men across the Atlantic in an irresistible tide. They knew also that their own reserves of manhood were exhausted, that they could call up no more youth for gunfodder, and that having failed in their last reckless gamble with fate all was lost.

The German war lords, in spite of their military science, their skill in generalship, their masterly knowledge of organisation, had committed enormous blunders, and in the larger knowledge of life and war had been as blind as bats and as stupid as owls. They lacked material strength in a challenge to the world, and the souls of brave peoples beat them from the time of those early days when all the odds were in their favor. The German Empire had committed suicide.

ARE YOU ANAEMIC ?

How To Tell.

Pain is the body's protest against injury or neglect, whether it is the pain from a pin prick or the pain which follows efforts of the nerves to do their work when undernourished. Many people are daily suffering unnecessary pain through failure to recognize in their symptoms the need of building up the blood. Let the blood become thin and a general breakdown frequently follows. Among the commonest symptoms of thin blood or anaemia are breathlessness after slight exertion, loss of appetite, restless, sleepless nights, headaches and often indigestion. Poor and insufficient blood often develops into anaemia, a disease which may not be serious if properly treated in its earlier stages, but which may be fatal if it reaches the pernicious form.

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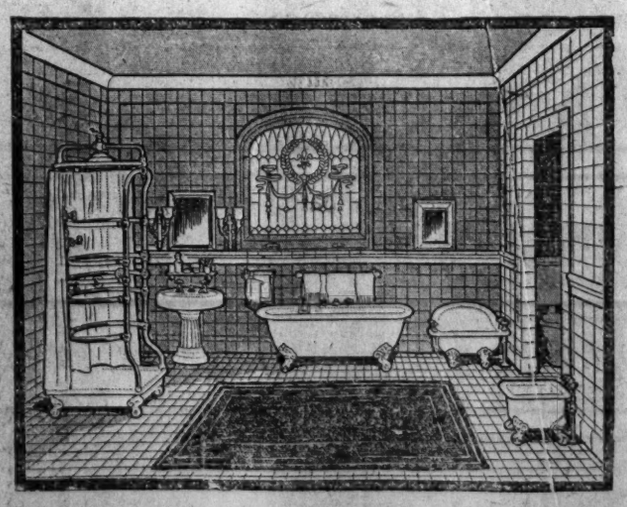

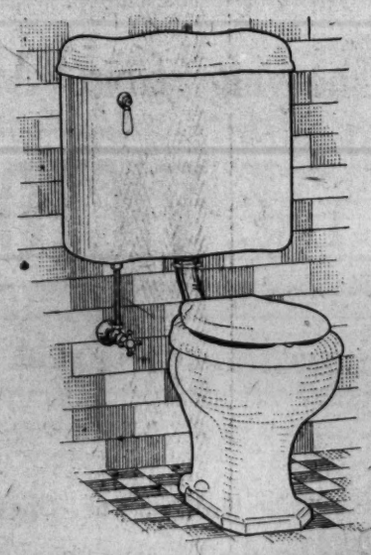

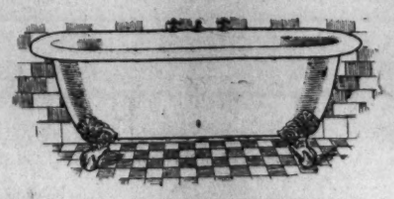

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Old 69th Is Back Home With Immortal Record

New York Regiment, Veteran Of Five Battles And First To Enter Sedan, Lost 1,400 In One Engagement

The "Old 69th" is back in New York. One of New York's oldest regiments, with a Civil War record and an even greater one won on the battlefields of France, returned at the end of April and received one of the greatest demonstrations ever given in New York. It was not the old 69th that returned, however, for during its six months of bitter fighting, the unit, originally made up of men of Irish descent, had had casualties of approximately 50 percent and had to be reorganised with replacements.

Following is an official review of the activities of the 165th Infantry, comprising the personnel of the old 69th New York Infantry, while the unit was serving in France and Germany as part of the 42nd, or Rainbow Division, was given out yesterday by Lieutenant Harold L. Allen, the regimental intelligence officer. His official review covers the history of the regiment from its landing in France on November 12, 1917, as part of the 3rd American Division in the American Expeditionary Forces, until it was relieved as garrison unit of the German city Remagen in March, 1919.

During this service the regiment participated in five major operations and the defense of four sectors, and the review points out that "it has been in every great battle of the American army in France, and in one additional great battle with the French army." To the row of more than twenty silver battle rings on the staff of its colors, representing engagements in the civil war, the regiment has added five more, representing major engagements in France.

Lieutenant Allen tells of the assembling of the regiment at Camp Mills in the Autumn of 1917 and of rebuilding it with drafts from the 7th, the 71st, the 12th, the 23rd, the 14th, and other regiments in the New York National Guard, so that its strength when it went overseas was 3,507. He tells also of the training of the regiment with a French infantry regiment in the Lorraine sector and of the aptitude of the men in learning the details of modern warfare. Meantime the two other American divisions that had preceded the Rainbow overseas, the 1st and 2nd Regulars, the flower of the American professional military establishment, were undergoing training in other camps.

First German Attack

"The 165th first began to take part in active operations in February, 1918, when it entered the lines near Luneville, in Lorraine, and assumed the sector Rouge 'Bouquet,'" writes Lieutenant Allen. "Here the regiment received its baptism of fire at the hands of an enemy anxious to break American morale at the outset. On March 21, while holding the lines at 'Rouge 'Bouquet,' the regiment was subjected to a terrific gas attack, during which it suffered more than 400 casualties. This first taste of modern warfare came in its most cruel and unusual form. The enemy had received information that the Americans were in line. On the night of March 21, without warning, they suddenly threw 4,000 gas shells into the regimental area, and immediately followed it up with a strenuous shrapnel and high explosive bombardment.

"It was the most terrific attack the Germans ever made in this sector, and the coolness and bravery with which it was received by the American troops was highly commended in orders from the General commanding the French Seventh Army. On March 24 the regiment was relieved in line and started to move toward the rear for an additional period of training before again taking up its position in the trenches.

"On March 23 the successes of the German offensive in the north made it necessary for the regiment to face about and retrace its steps toward the lines, where it relieved an experienced division of French Chasseurs for the more strenuous campaign in the north. The second trench sector held by the 165th Infantry was at Ancerviller. Here their training in the elements of modern warfare was completed and absolute mastery of 'No Man's Land' was maintained throughout this period. On June 23 the regiment had completed its service in trench sectors. The 165th then became part of the Allied army of maneuver, and on July 4 it entered the trenches in the Champagne sector as part of the enormous force that was being amassed to check the German advance. At 10 o'clock on the evening of July 14, the day of French independence, a prisoner was taken who said that at midnight the great artillery preparation of the boche would begin. The alerte was given immediately and a defensive attitude assumed. At 11:45 p.m. our own artillery, acting upon the information received began a terrific counter-preparation offensive. This was the key to our success. We beat their guns to it by fifteen minutes. We knew that this German offensive, if successful, would open the roads to Chalons and Epernay and to Paris. It was the supreme German effort; the German army was at the zenith of its power and had openly boasted that at 6 o'clock next evening it would establish its headquarters at Chalons.

Oppose Prussian Guards.

"The artillery preparation was terrific. It seemed as if nothing could exceed it in intensity, but at 4 o'clock in the morning, when the German barrage descended upon our front lines, it sounded like drums beating a fast tattoo. Five minutes later the French barrage went down on our front line trenches, which we had evacuated. All day long the battle raged in trench and boyau with hand grenade, bayonet and machine-gun. Major Alexander E. Anderson was commanding our Second Battalion, which stood the brunt of the assault. The Irish of New York met the German of Berlin in the First Prussian Guard Division and hung their wire with his dead. The finest troops of Germany wasted their efforts against our lines. On our right and left the Foreign Legion and the First Polish Chasseurs had done equally well."

The review then quotes the general order of the French General commanding the Fourth French army, who pointed out that his unit, comprising the Rainbow Division, with other units of the French army, had "broken the efforts of fifteen German divisions, supported by ten others." German plans to reach the Marne on the evening of that day had been frustrated, and the battle had been fought and won on ground selected by the French themselves.

"After this great battle the regiment might have been expected to rest," continues the review, "but in the stormy days of July, 1918, when General Foch seized the offensive from the Germans, there was no rest for the armies of the Allies. On the night of July 19 the regiment withdrew from the Champagne sector and entrained for Chateau-Thierry, on the point of the Marne salient, where, on the day before, the 1st American Corps had thrown the German advance back across the Marne and were now making their great effort to pinch out the Marne salient. Detraining at Chemigny on July 22, the 165th Infantry was rushed by camion to Chateau-Thierry, and beyond there, at Epieds, they left their trucks and marched into line.

"At Epieds the unburied dead of the 26th Division still lay in the wheatfields. By each dead soldier his bayoneted rifle was thrust into the ground by comrades, so that the upstanding rifle would be a guide to the burying parties searching for dead in the ripened grain fields. We rested one night at Chateau Meucheton, near Epieds, and then in the dusk of the following evening went into the Foret de Fere to relieve a French division. Our friends, the Alabamans, (167th Infantry,) had that afternoon made their terrific fight at Croix Rouge Farm, and as we passed along the roads ambulances carrying the wounded were coming from the lines. Filtering into the Forest de Fere that night, we took over the French foxholes where the unburied dead still lay, and the next morning began our advance to the Ourcq.

Forced Ourcq Crossing

"On the evening of July 27 we debouched from the Foret de Fere and advanced toward the village of Sergy, where late in the evening we drew a terrific burst of machine-gun fire and a barrage of high explosives. We had established contact with the enemy. During the night our patrols felt out the enemy position and early on the morning of July 28 our Third Battalion, under Major James A. McKenna, Jr., the First Battalion, under Major Donovan, and the Second Battalion, under Major Anderson, made the assault. Every element of our regiment was committed to this fight. With the others, the Fourth Prussian Guard Division was thrown back across the River Ourcq when we seized the crossings of the river in a terrific rush at early dawn.

"Pushed back upon his supports, the boche made a strong resistance on the heights at Meurcy Farm and at Bois Colas. For five days we ground his resistance to pieces. His machine-guns were disposed in the tall wheat or hidden in the bean fields and his finest troops manned them. If a man raised his hand he was greeted with a terrific burst of machine gun fire. We dug in on the side of the hills not twenty-five yards from the boche that night. We were on one side of the crest and he was on the other, and on the morning of July 29 began our assault on Meurcy Farm. This was the most terrific fight of the war, except the assault which was made later on in the Argonne. Here Joyce Kilmer met his death with Baker, Ames, Pat Dowling, Daly, Baldwin, Arnold and scores of others.

"All during the fight our dressing stations at Villers-sur-Fare were subjected to a heavy bombardment of gas and high explosives. The Germans absolutely dominated the air. Their low-flying planes would chase individuals through the streets of the town and machine-gun the ambulances when they passed. It was during this battle that Father Duffy and Colonel W. J. Donovan were decorated for exceptional bravery in the face of the enemy. On the morning of August 2 the German resistance was completely broken at this point and the remnants of the Fourth Prussian Guard Division forced back to their positions on the River Vesle. During this action the regiment advanced in the face of the enemy nineteen kilometers and sustained casualties of approximately 1,400 men.

"After this battle the regiment moved to a training area in the rear, where it anticipated a rest. After eight days of intensive training it began its march north and on the morning of September 12 it assaulted the German lines opposite Seicheprey in the great American offensive at St. Mihiel. In two days the regiment advanced nineteen kilometers, gaining all of its objectives, capturing 350 prisoners and liberating five French villages. Its patrols pushed forward to the Hindenburg Line opposite the fortified area of Metz and consolidated their gains.

"It moved to the rear for a two days' rest and was again sent into line in defense of the Essey-Pannes sector, during which time four raids were conducted against the Hindenburg Line opposite the regimental sector. Without rest the regiment moved on October 1 by camion to the Bois de Montfaucon and went rapidly into line to engage in the second phase of the Argonne-Meuse offensive. On October 11 the regiment assaulted the Kriemhilde-Stellung opposite the village of Landres-St. Georges, engaging in its most terrific fight of the war.

In The Last Offensive

"On the German lines at this point hinged the retreat of the German armies of the north. The American forces were battering at the hinged side of the door in an attempt to cut off and prevent the escape of the German armies from France. The enemy was equally determined to maintain this position, and against the American forces in line held all of their remaining reserves. Fifty meters of wire, enfiladed by machine-guns and artillery disposed on the Cote de Chatillon and on the heights of the village protected the lines. Again the regiment was far in advance of its artillery support, and it assaulted the German position practically unassisted by artillery. Colonel W. J. Donovan, commanding the assault battalions at this time, remained for eleven hours in a shell hole directing the efforts of his troops after he had been severely wounded. This was the hardest battle fought by the 69th while it was in France.

"Relieved in line by the 2nd American Division, it sidestepped to the left, and on the morning of November 1 participated in the third American assault, which carried our victorious armies forward Sedan. The Stars and Stripes credits this regiment with the furthest advance of any American unit prior to the signing of the armistice.

"On November 7 the 2nd Battalion, under command of Major Henry A. Bootz, seized the heights of the Meuse dominating Sedan north of the Village of Noyers, in the Ardennes. On the morning of November 8 its advanced patrols entered the suburbs of Sedan, in the village of Wadlincourt, driving therefrom the last German elements west of the River Meuse. Under orders from higher authority, it ceded the entry of the historic French city to the French. On November 11 the armistice was signed, and the regiment concluded its combat activities, having participated in all of the American offensives and having added to the staff of its colors nine new silver rings.

"On November 16 the regiment began its march into Germany, passing through Belgium and the Grand Duchy of Luxemburg, and entering the German Empire at Bollendorff on December 2, and on December 15 reached the Rhine where it garrisoned the City of Remagen, administering the civil affairs of this community for four months."

Plan Shaft At Camp Merritt

Camp Merritt, April 26.—The Merritt Dispatch, the official weekly newspaper of this camp, is preparing the publication of a memorial and historical number to appear on Decoration Day. From the proceeds of this edition it is intended to erect a memorial shaft on the site of Camp Merritt, dedicated to comrades who fell in foreign lands. The last abiding place on native soil of thousands of our men killed in France was Camp Merritt, hence the appropriateness of such a memorial.

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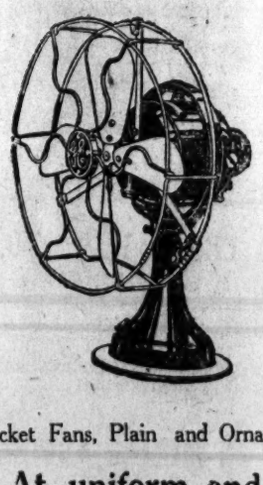
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U.S. DOUGHBOY COLLEGE HAS 6,000 ENROLLMENT

Secretary Stokes Gets Reports On A. E. F. University's Progress

OPEN IN BEAUNE, FRANCE

Several Thousand Other American Soldiers Studying In Famous Schools Abroad

Doughboy College, a university for soldiers only, already one of the largest schools in the world, is booming along with 6,000 students pursuing its 200 different courses at Beaune, twenty miles south of Dijon, France. This is the American Expeditionary Force university and it is certainly one of the most interesting educational institutions in the world.

Secretary Stokes of Yale, chairman of the committee which has represented in this country the army educational commission, has received detailed reports of the work of the A. E. F. University thriving on alien, if friendly, soil. The university is composed of these colleges: agriculture, arts, business, education, engineering, industry, trades journalism, law, letters, medical sciences, music and science.

The preliminary catologue shows more than 200 different courses, the largest number being in agriculture, engineering, letters and science. A student at Beaune can carry on almost the same work as he could at a representative American university. Under economics and social sciences, for instance, are the following courses: fundamental economic theory, economic history, trusts, labor problems, elementary sociology, social psychology, social problems, modern philanthropy, transportation, delinquency, modern social theories, money and banking, corporation finance and modern social betterment movements.

An interesting feature is that the Saturday mornings' work is given over entirely to the department of citizenship, for work in civics, general information and foreign relations. The teaching faculty includes over 500 men drawn from the army and from the experts—several hundred in number—sent over by the Y. M. C. A. for developing the plans of the army educational commission.

The organisation of the university includes a superintendent, Col. Reeves, formerly president of Norwich University, Vermont; an educational director, Prof. Erskine of Columbia University, chairman of the army educational commission; the directors of the various schools, the faculty, etc. Each term is for three months, the first term being March, April and May; the second, June, July and August. Each student carries as a minimum three lectures or recitation hours daily during five days of the week and four and a half hours daily in study periods. Saturday afternoons and Sundays are free.

Many In Allied Schools

In addition to the university at Beaune, the Army Educational Commission has arranged for students to attend British and French universities. A recent cable from London reports the enrolment of American soldiers on detached service in British universities as follows: Oxford 200, Cambridge 205, London 725, Edinburgh 215, Glasgow 265, Sheffield 20, Bristol 21, Birmingham 75, Manchester 75.

In France there are 2,000 students at the Sorbonne in Paris alone. Of these 400 are in law, 650 in letters, 798 in science and 150 in medicine. The number at the Sorbonne is so great that it has been necessary to appoint a special American reference librarian, namely, Capt. A. Law Vogue of the Engineering Corps, former reference librarian of the Mechanics Institute in San Francisco.

About 2,000 American students are at the other French universities, including a large number at Bordeaux, Toulouse and Grenoble. At each of these universities there is an American army officer in charge and a representative of the Army Educational Commission as a sort of dean of students. No student is detailed to a French university unless he has had had at least two years' work at an American college and agrees to remain to complete the three months term.

The officers and professors of the French universities have done everything in their power to facilitate the studies of American students. For instance, Mme. Curie at the Sorbonne, who with her husband discovered the element of radium, has set apart certain hours for the reception of American students in the Radium Institute.

Special emphasis is being placed on agricultural education, an army farm school having been opened at Allery April 1. It is under the supervision of President Butterfield of the Massachusetts Agricultural College a member of the Army Educational Commission. It takes care of students who are not sufficiently advanced to pursue agricultural courses at the university in Beaune. More than 1,000 are in attendance and about 350 acres of land are available for farm demonstration work. In addition to these facilities, agricultural "institutes" covering three days are being held at various places.

Correspondence School Also

Another important development is that of the correspondence college. The subjects in which students may take correspondence work are as follows: Civics and citizenship, salesmanship and personal development, gasoline and automobile, farm management, arithmetic, geometry, history of the United States, shorthand, algebra, trigonometry, shop arithmetic, advanced shop mathematics, steam boilers, heat and steam engines.

In addition to the above opportunities there is, as already announced, a system of post schools in the army, which has been developed by Frank Spaulding, superintendent of public schools of Cleveland, who, with Prof. Erskine and President Butterfield, make up the Army Educational Commission sent over by the Y. M. C. A. These give instruction in common school subjects and lead up to divisional high schools, where the instruction is midway in grade between that of the post schools and of the university.

General orders No. 33, issued by General Pershing February 13, provides the following subjects for divisional high schools:

1. Vocational and industrial: Carpentry, telephone repair, telegraphy, wire, telegraphy, wireless, land surveying, road construction, horseshoeing, automobile repairing, cobbling, tailoring, barbering, cooking, baking, nursing, agriculture, salesmanship.

2. General: Algebra, trigonometry, mechanical drawing, economics, American and English literature, advanced French, Italian, Spanish, German, advanced history, etc.

Running through the whole educational plan abroad is the emphasis on citizenship. Not only is instruction in this subject emphasised at the various schools but "institutes" are held at various places for intensive instruction. The first of these began in Verdun March 26. The troops were brought in by their commanding officers in groups from 200 to 500; speakers presented problems of public health, community betterment, economic relations, etc. Exhibits and motion pictures were used to enforce the lessons.

Vocational Guidance Provided

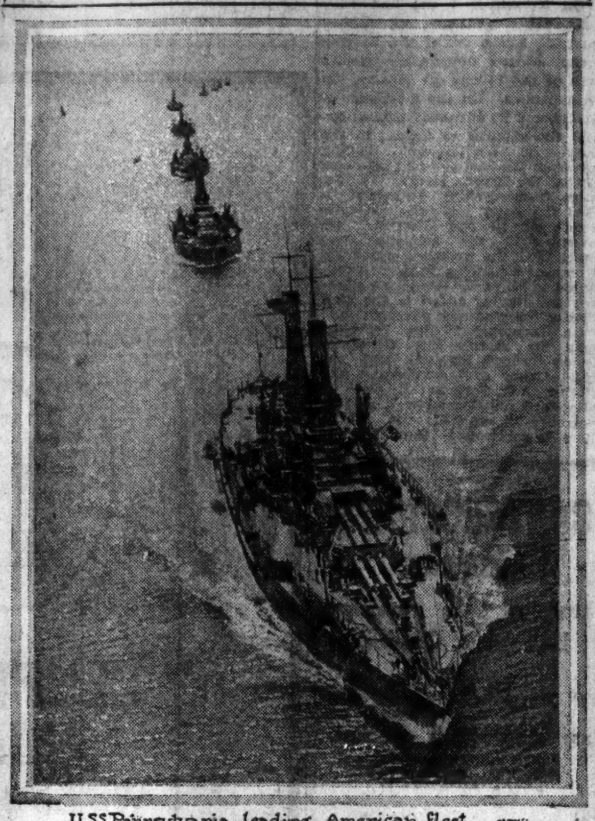
Emphasis is also being placed on vocational guidance. A group of experts is stationed at Le Mans, where most of the troops are quartered for several weeks before sailing home. Here everything possible is done to supply soldiers with information regarding the industrial situation in America, and to give the men personal advice as to trades and occupations. Commenting on this movement Mr. Stokes said:

"The army, with the help of the Educational Commission sent over by the Y. M. C. A., has developed one of the most interesting school and college systems ever inaugurated. It should have a great influence in helping to maintain morale during the trying months of demobilisation and in fitting men for larger usefulness on their return.

"Too much credit cannot be given to General Rees, the officer directly in charge, formerly chairman of the committee on education and special training of the War Department, and to the Army Educational Commission. The American Library Association has also helped enormously by providing reference libraries in all large centers, while the Y. M. C. A. has sent over about 1,500,000 textbooks, covering almost every branch of knowledge. In many cases as many as 10,000 to 25,000 textbooks of a single type have been ordered.

"The work has now become so far reaching and important that I am glad to see that plans long under consideration have resulted in its being taken over entirely by the Government."

Battleship Pennsylvania Leading Great Fleet Up New York Bay



U.S.S. Pennsylvania leading American fleet.

A remarkable photograph, taken from an aeroplane, showing part of the great American fleet steaming up the Hudson River, New York, for the two weeks' review of the greatest fleet ever assembled in American history. The giant battleship Pennsylvania is shown leading the way.

INTERNATIONAL LOTTERY TO SETTLE WAR'S DEBTS?

Paris, April 24.—There is a great deal said about the idea attributed to Mr. Luzzatti, the eminent economist and ex-Minister of Finance for Italy.

It is said that Mr. Luzzatti has proposed a very simple way of liquidating the war debts of all belligerents by means of a great International lottery of 500,000,000,000 Francs. Extensive advertising would be given to this Tombola by means of posters and announcements in newspapers.

The value of each ticket would be of Francs 100. The belligerent nations collectively would issue tickets to the amount of 400 to 500 milliards, this being about the equivalent of the war expenses.

Mr. Luzzatti presumes that 30 to 40 million tickets would be sold among the 250 million inhabitants who comprise the population of the Entente nations.

The first prize of this lottery would be 20 million Francs and thousands of smaller prizes of from F.50,000 to F.1,500,000. This would be a great attraction to people of all classes, offering unexpected means to make or remake fortunes.

Would this suggestion, which seems so attractive to those who like a gamble, merit the attention of the official economists, upon whom the responsibility devolves of devising ways and means to make good the expenditure of four years devastating warfare without paralysing the economic activity of their countries. We have consulted a financial drawing expert on this subject and give his opinion below.

Mr. Luzzatti's suggestion is not new, he told us. It has already been discussed in England where it has not been given very favorable consideration.

I think it has been brought to the notice of the Minister of Finance in France, where it had few adherents but many opponents.

A serious objection to it is that all lotteries are harmful to the masses and a lottery of such magnitude might prove a ruination to the economic prosperity. A lottery from a financial point of view represents the theory of giving as little and gaining as much as you can.

The settlement of debt by making another one without taking into consideration the stability of the economies of a country.

But lotteries are as a rule favorably considered by Latin races. This is a fact in certain countries, for instance Spain, where they are used to finance various budgets. But this system does not appear to be most successful for the commercial and financial activity of the countries which employ it.

A question was then asked: How explain that premium bonds have always been favored in France with unusual success?

It was answered, that a great mistake is made in confusing premium bonds with a lottery; in a lottery only a very small minority derive a benefit while the large majority lose their total investment. Now the difference between a premium bond and a lottery is very great. The two cannot be confused.

In premium bonds one has an investment from which one is returned his entire capital with a profit. Premium bonds promote thrift and economy and greatly improves commercial and financial conditions wherever used. They are an open door to fortune to the small saver without affecting individual interests or any legitimate economic principles. They help the small townspeople to acquire a solid interest in their boroughs. Their savings are nearly always re-invested in local securities and thus the small man becomes part owner of the town he lives in and this can only produce one result, love of country and patriotism.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

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What Uncle Sam Will Do For His Crippled Soldiers

Pay Disability Compensation As Long As Disability Lasts---Provide Artificial Limbs And Keep Them In Repair---Train Him For Self-Help---How To Guard Against Forfeiture Of Claim.

By Douglas C. McMurtrie
U.S. Red Cross Director for Crippled and Disabled Men

It is of great importance for every soldier who has been wounded to know that under the provisions of the Bureau of War Risk Insurance no compensation will be paid for disability unless a claim for it is filed within five years after discharge or resignation from the service.

It is inevitable that a number of boys, careless about their future, will say, "The old leg feels all right again; guess I won't bother about filing any claim for my compensation."

They must be reminded that a wound may apparently heal and for the time will seem O. K., but after a few years there may be a relapse of the old trouble. If this occurs five years after the man's discharge from the army he will not be able to collect his compensation, because of failure to file his claim.

The only person entitled to receive compensation for disability is the man himself. In case of his death the widow, child and dependent mother benefit. Application must be made for compensation, as it is not payable automatically. For this purpose the Bureau of War Risk Insurance has provided blank forms.

Under the provisions of the War Risk Insurance Act compensation given for disability, whether it is complete or partial, will be paid during the time that such disability exists, whether it lasts for a month or a lifetime.

No compensation will be paid for death or disability occurring later than one year after a man leaves the service unless, after a medical examination made at the time of resignation or discharge or within a reasonable time thereafter (not exceeding one year), a certificate was secured from the Bureau of War Risk Insurance to the effect that the man was then suffering from an injury or a disease likely to cause death or disability later.

Compensation is not assignable or subject to the claims of creditors.

The military and naval authorities will provide the disabled man not only with ordinary medical care, but also with special treatment to put him in the best condition possible to return to work.

While he is under treatment in reconstruction hospitals, maintained by the Surgeon General, United States army, and the Surgeon General, United States navy, he will be offered educational advantages which will promote his recovery, put his time to good use and improve his chances for the future. If he has lost an arm or a leg a temporary artificial limb will be furnished him at as early a date as possible while he is still in the hospital. Later a permanent artificial limb of the most modern type will be provided by the Bureau of War Risk Insurance. It will be kept in repair and replaced when worn out as long as he lives at Government expense.

After completion of treatment and discharge from the army or navy if he remains permanently disabled the Bureau of War Risk Insurance will pay him until the end of his life disability compensation, which is intended as an aid in working out his future plans.

This compensation for disability is paid whether or not he has taken out a policy of war risk insurance.

After discharge from the service if he is disabled to any considerable degree so as to be entitled to compensation for disability, he is offered training for a skilled job in which his injury will not prevent his earning good wages. Experience of our Allies has shown this to be entirely practicable.

Compensation for permanent disability will not be reduced or in any way be affected by what he may be able to earn. It is determined by his physical injury alone. He may have earned before enlistment G.$20 a week, and be able after disability by reason of having taken a course of training, to earn G.$40 a week, yet his compensation will be paid him just the same.

Training after discharge will be provided him at Government expense by the Federal Board for Vocational Education, charged by Congress with the responsibility of restoring him to self-support.

During the course of his training, in order that he may have no financial worries, he will receive either the same pay as during his last month in the service, or his compensation for disability, which is larger. His family will continue to receive the same allotment and allowances as when he was in the service.

America has a great duty to perform for these war cripples. The cripple is not helpless, but capable, provided the right job is found for him and he is trained in preparation for it. Idleness is the calamity too great to be borne. So what the cripple needs is the chance to work and the encouragement to take advantage of it.

In the past we have done everything possible to make the cripple a failure. We have been lavish with sympathy and charity but short on giving him a real opportunity to make good. The attitude of the public has been a more baffling difficulty than the loss of a limb.

With our new responsibilities to the men disabled in fighting for us in this war we must make our influence a help rather than a hindrance.

It is no kindness to reduce them to the ignomy of dependence on others, for that makes them "cripples" indeed. We must put them back in the game, make them useful, and in consequence make life well worth living again. Nothing short of this is a square deal to our men.

There are today many seriously crippled men—some without legs, some even with both arms gone—who are doing their full share in the work of the world. But they had exceptional strength of character to overcome the difficulties placed in their path.

With a fair chance many others could do the same. In this light the problem is hopeful rather than discouraging.

The cripple needs thorough training for a trade which he can follow and intelligent placement in employment. These the Government will supply for the returning soldiers, but the responsibility for making this work effective rests with the public.

You can help make life worth while for our crippled soldiers:

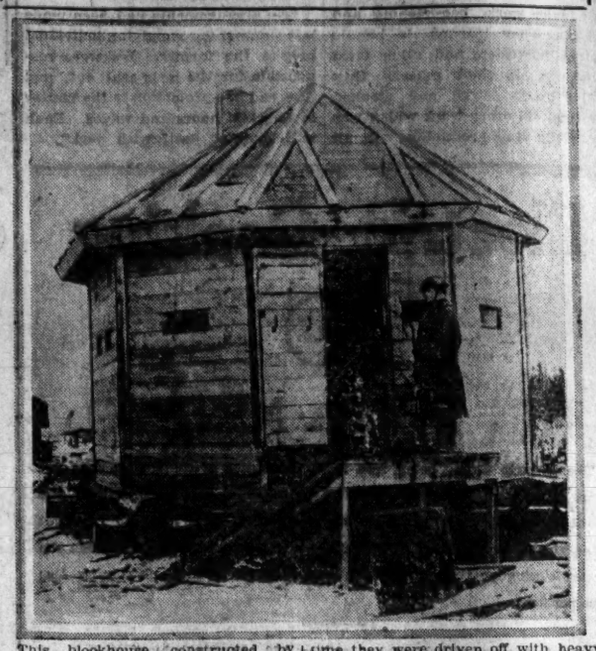
By showing them real gratitude and respect, but avoiding hero worship or sentimental sympathy;

By expecting them to continue doing their duty and encouraging them in the effort;

By finding them real jobs which they can hold down. If you are a worker, by seeking out positions in the shop or office which cripples can hold; if an employer, by reserving for cripples jobs they can properly fill, not as charity, but on the basis of competency alone.

By helping others to an intelligent and sensible view of the matter.

Americans Hold Blockhouse Against Reds In Russia



This blockhouse, constructed by Company B, Three Hundred and Tenth Engineers, protects the south end of the railroad siding at Oberzorskaya, Russia. The house was attacked by the Bolsheviki several times, but each time they were driven off with heavy losses. Private Arnold Rutzberger is shown on guard at the blockhouse shortly after the Reds had been driven off.

Admiral Line Plans Big Cargo Service

Pacific Steamships Company To Expand With Ships To Be Allotted

Tokio, May 25.—Mr. H. K. Laidlaw, the purchasing agent of the Pacific Steamship Co., is in Yokohama where he expects to remain for a month, at least. Mr. Laidlaw came out a year ago last March in connection with the wreck of the Umatilla, which went ashore just north of Inaboyasaki. Since then he has made a tour of Manila, Java, and China in connection with his business, has established offices in Hongkong and Manila and has made agency connections in Singapore and also Kobe. Corner and Co. are the agents for this steamship line in Yokohama, and the Robert Dollar Co. in Shanghai.

The Pacific Steamship Co. is preparing to take care of a large trans-Pacific cargo business and has a fleet of nine ships in this service. They expect to have a monthly service out of Manila and Hongkong. The Shipping Board of the United States has allotted a considerable amount of tonnage to this company, besides its present fleet. These ships are for the most part cargo boats, although two of them are equipped to take a few passengers. When arrangements made by Mr. H. F. Alexander, the president of the company, are completed, this passenger service will be increased. Mr. Alexander was a member of the War Board which was appointed for the distribution of the Shipping Board ships. A general survey of the conditions in the Orient is being made by Mr. R. D. Pinneo, the Manager of the Oriental Department. He is at present in Shanghai and is expected to come to Japan soon. There is, however, no expectation of much immediate freight business from Japanese as the large amount of tonnage released to the Japanese companies will militate against the foreign companies.

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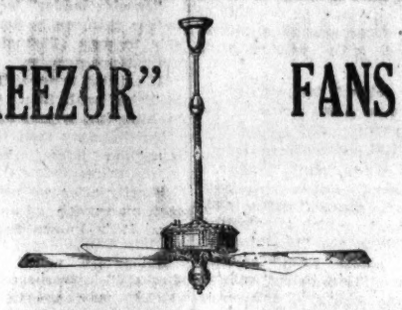

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(7)

Some U.S. Navy Slang

Suppose, in visiting a battleship with your best girl, you overheard a gob whisper to his comrade, "Gee! She's a jelly bean!" If the second sailor were to reply, "Yep, quite a weezel," it may be assumed that a landlubber and two men of the sea would immediately be flinging fists at one another.

But there would be no occasion for anger, for, if the two sailors were given a chance to explain they would make it plain that in the navy one calls a girl, in all respect, by the slang terms of "Jane" or "weezel" or "jelly bean" or "skirt" or "widder" or "old lady" or "broad," "judy," "dame," "calico" or "wax doll."

During the stay of the fleet many landlubbers have come into perplexed contact with the navy slang that has sprung up pin this war, and which has been explained by Logan E. Ruggles. Chief Printer in the navy, in a small book called "The Navy Explained."

'Submarine Shark'

Some of the more interesting terms are these:

Men who have a knack of telling a good joke or story or are able of giving an officer a good argument are credited with possessing "a mean line."

A "belly robber" is a steward or paymaster who is suspected by the crew of grafting and not giving them their full allowance.

Bread is called "punk;" sugar is known as "sand;" salt is "sea dust;" butter is "axle grease;" coffee is always "Java;" milk is "lachie" (Spanish); eggs are "gas bombs;" tapioca is "snake eyes;" chicken croquettes are "fowl balls;" salmon is "submarine shark;" chicken is "sea gull."

The engineer's division is always the "black gang."

Peddlers selling wares to crews are "bumboats." A "beach comber" is a tramp or bum who hangs around saloons and begs sailors' money for drinks. He "combs" the "beach" for Jack.

The man who is a "tattle tale" is known as a 'backbiter' or "stool pigeon" or "white mouse."

A "boot" is a man who is wooden in the performance of duties and who is uncouth in his habits.

Blacksmiths are "blackies."

'Big' and 'Small Tickets'

A "big ticket" is an honorable discharge. A "small ticket" is a bad conduct discharge.

"Blowing off at high pressure" is to be very talkative.

Just as New York has its "lounge lizards" so does the Navy have its "bunk lizards"—men who are always in bunk or hammock.

"Cum shaw"—the Chinese way of saying "Come ashore." It also means to get or take a bribe or graft from a shipmate.

"Canned Willie" is canned beef.

The carpenter or the carpenter's mate is known as "Chips."

"Caught a crab"—used when a new man's oar gets caught.

C. P. O.—Abbreviation for Chief Petty Officer.

The hammock is universally known among naval men as the "dream sack."

When a man is scheduled to come before the Captain to explain a certain matter he is "down for the shoot" or "up for a shot."

A bonus is a "foggy."

"It's a gadget." If a gob can't recall the name of a thing he calls it a "gadget" and lets it go at that.

The old saying among seamen Nowadays the exclamation is, "By the Lord Harry!"

When a men is "gowed up" he has had a bit too much liquor.

"Harbor Gaskets"

Men who wear high collars and white neckwear are referred to as having "barbor gaskets." Officers and chief petty officers are the only ones wearing "harbor gaskets."

"Jacob's ladder" is a handy rope ladder that can be thrown over the side to man lifeboats or to take abroad ppassengers.

If a thing is good, the gob says it is "jake" with him. Often he says "I have had a jake time."

To the navy man the Englisman is a "line juicer," because British sailors drink that as a beverage.

Shortly after we entered the war each man receivevd an identification tag. It is known as the Mermaid Visiting Card.

Coins are called "iron men," sheckels," "washers," "clackers," "jack," "cart wheels," 'simoleons," "kopex," "mazuma," "plam grease," "evil metal," "oro," "jingles," "liberty bait," "gilt," "sou," "armor plate," "holy stones" and "joy berries."

The man who thinks of nothing but his stomach and who is generally complaining about the "chow" is known as a "meat hound."

The navy too has its minute man. He is the gob who reaches the ship just at the moment his period of liberty expires.

Sometimes the sailor will say, "I have oodles of the stuff," or "I had many liberty,'" or "I have many tobacco."

"Poggy bait" is the pet name for candy or sweets.

The man who has a sarcastic vein or is a "sorehead" is said to "shake a mean lip."

If a stew is covered with a crust it is said to be in heavy marching order and afraid to show its "fizzogg" face.

The man who tells you, "I feel jake, just had two hours, shut eye exercise," means "I feel fine just had two hours' sleep."

GIRLS LIKE FARM LIFE BUT MEN ARE AVERSE

So The Head Of The Women's Land Army Learned On Her Tour

New York, April 16.—While applications from women for farm jobs continue to pour into headquarters of the Women's Land Army, young men, especially discharged soldiers, show a marked indifference to this sort of labor. The women who had their first taste of farm life last year, under pressure of war demands, are eager to return to it this year.

In one of the big colleges of the Middle West recently a group of male students were asked by their professor why most of them scorned farm work. Their reply was: "Girls somehow look down on a farmer. What girl would marry us if we became farmers?"

When the Women's Land Army became a Division of the Department o Labor recently, Mrs. William H. Hubert of New York was made Nationa Director, with headquarters in Washington. Mrs. Hubert has returned from a visit to many States where the work of the farmerette was carried on last summer. She confirmed the reports of the employment bureaus regarding the antipathy of men to farm work.

Many Re-enlisting

"We have been receiving for several weeks past, both at Washington and at our New York headquarters, an average of forty applications a day from young women eager to go on farms this summer," she said. "Many of these applicants were members of the Land Army last year. We then had about 15,000 members. This summer we expect a large increase in number. Pointing to the statement by Food Commissioner Hoover that the Food Administration had pledged 20,000,000 tons of food to Europe this year, Mrs. Hubert sa'd: "It is for this reason that the Government decided that the Women's Land Army should not be demobilised, out should be directed as a part of the nation's service from Washington. If this country is to produce the big increased amount of food supplies this year it means a vast army to undertake the work. So far the response we are receiving from the women is most encouraging. In a few of the States I have just visited, men have shown an interest in farming as an occupation, and I believe in these States many men will be recruited for the season's work; but in many States this interest is lacking; men seem to prefer any sort of work to that which the land offers. Where this condition prevails we shall make every effort to enlist large numbers of women, but the Women's Land Army is not competing with men in farm labor; where men show a preference for this work we are not suggesting the employment of women.

"The women who enlisted for farm service last year represented women in all walks of life. In some units as many as a dozen professions were represented while others included college women and young women of the leisure class, who were familiar with certain phases of gardening because of the experience they had on their own estates.

"The girls served in many instances to develop a new social life in the community where they were employed. They lived in tents or barracks, located within a reasonable distance of the different farms or estates where they were employed. Each unit had its own housekeeper, so that when the girls had worked eight hours they were not called upon to do housework. If weather conditions demanded extra time in getting in crops or in their cultivation the farmer paid extra for it in proportion to the daily wage of $2 in most cases.

"The unit plan is not only advantageous in itself, but as a means toward a new career for women who may take up and manage their own farms, or who may eventually be placed individually as farm laborers at the tasks for which they are especially fitted.

"Whenever a unit has been established it has helped to form a community center and a community spirit in rural districts. The women have learned to love farm work and to adapt themselves to country life.

Both Interesting And Healthful

"Many young women who became farm laborers last summer, just to help out, found it so congenial, interesting and healthful that they have since become permanently identified with country life. I have heard of some who married farmers; others, young women of means, bought small places of their own and developed them, and still others who were daughters of large estate owners became interested in gardening and proposed to continue it on their own properties.

"So it may be that the young women, filled, with enthusiasm for this new life, may lead the young men of the country back to the land. No, the Women's Land Army is in no sense a matrimonial bureau. But it would be a fine thing if the young women of the country set this good example to the young men who are now seeking employment here.

"We have hundreds of letters from farmers expressing satisfaction and gratitude for the help given to them last summer by the girls. From the Atlantic to the Pacific they ploughed, planted, cultivated and harvested crops; cut, stacked and loaded hay, corn, rye and wheat, and did silo work. They worked on the big commercial farms, dairy farms, truck farms, private estates and in home gardens. They did poultry work, dairy work, bee-keeping and teaming. They learned to handle tractors, harvesters and other farm machinery. In slack seasons they scythed, brush, sawed and stacked wood and did other work which was not strictly food production. In all these occupations they were a success. Their efficiency is proved by the change of attitude on the part of the farmers from scepticism or incredulity regarding their ability to enthusiastic appreciation.

"No arrangements had been made last summer for supplying individual help to the farmer. We were responsible for the girls sent out, and they had our protection in the matter of housing, hours and wages. Each unit supplied itself with food."

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in the Harris Theatre Success
"THE NARROW PATH"
A STRONG VIRILE DRAMA OF AMERICAN LIFE PRESENTING A STORY AS OLD AS THE PYRAMIDS, YET ONE WHICH IS EVER NEW
In the eyes of the world the woman must always pay. The Son of man said: "Let him who is without sin among you cast the first stone." The saying is as truthful in 1919 as when Jesus walked upon the earth, the "Double Standard" of morality is exposed in this fine film play.
IT IS ANOTHER OF THOSE WONDER PATHE PHOTOPLAYS

Pathe's American Gazette | A Peach of a Comedy By Mack Sennett's Boys | Pathe's American Gazette

"HIS FIRST FALSE STEP"
Funny, did you say? Why the night we tried it out the theatre cat fell off the circle laughing!
Matinee, Today, at 3.30 p.m.
FRANK KEENAN in "THE MIDNIGHT STAGE"
"Hands Up" Final Episode.
Time and Prices as Usual -:- Booking at Robinson's

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei dep.	....	7.58	9.23	10.38	....	15.13	16 13	....
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehzah dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kasking dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sungkiang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield dep	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending May 30:

White Silk.—The purchase of Pegasus, 1, 2, 3, at Tls. 25 advance has caused a general revision of ideas and this in conjunction with a probable reduction in crop of 20 percent has caused considerable strength in the interior markets which is reflected in high price asked for new season silks at present.

Tsatlee Filatures.—Pegasus, 1, 2, 3, Tls. 560 av. Buffalo, A. B. C. Tls. 560 av. Black Horse, 1, 2, 3, Tls. 545 av. Kung Kee Mars, 1, Tls. 502½/5.

Yellow Silk.—Reports of the crop are unfavorable and Mienyangs are up Tls. 35 for stock lots. S. T. 1, 2, 3, Tls. 390 av. No. 3, Tls. 375.

Steam Filatures have been in demand at some Tls. 40 higher but the further advance asked has checked injury.

Tussah Filatures 8 coc.—A small business is reported at Tls. 20 advance Tls. 390 av. for Best grades.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending May 29.

There is little change to report in the state of the local share market since the issue of our last circular. Cottons remain firm at current rates. Rubbers remain inactive.

There is no feature calling for special comment.

LANGKAT OUTPUT

The following telegraphic information has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat.

The output of crude oil for the week ended May 25 was 270 tons.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,

Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:

37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

SAVING

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT

Exchange Bought and Sold

Commercial and Travellers' Letters of Credit

Travellers' Checks

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Hollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Phom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Klukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer Esq., Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

London Bankers:
London County Westminister and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Despoit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tainan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

有 豐 孚 中 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1918.
Head Offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	

Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
E. D. ZAH, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $5,500,000
Undivided Profits .U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Babai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund .....%... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... France 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot,
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserve Fund 21,900
Special Reserve Fund 120,000

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin, Rotterdam.

Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
WTW			Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
I C	Feb. 11		Wilmington	Am. gun-boat
B V I I	May 7		Suma	Jap. gun-boat
O D W	Apr. 30		D de Lagree	Fr. gun-boat
Y. P. D. W.	May 12		Bee	Br. gun-boat
S P	May 24		Teal	Br. gun-boat
M. M. B.	May 24		Samar	Am. gun-boat
May 24		Woodcock	B. N. B.	Br. gun-boat

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June	6 —	Vancouver	Harold Dollar	Br.	R. D. & Co.
June	8 —	San Francisco	West Vaca	Am.	P.M.S.S. Co.
June	14 —	Vancouver	E. of Asia	Br.	C.P.O.S.
June	14 —	New York	Egremont Castle	Br.	R. D. & Co.
June	17 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
June	21 —	San Francisco	Venezuela	Am.	P.M.S.N. Co
June	25 —	San Francisco	Western Knight	Br.	R. D. & Co.
June	27 —	Seattle	Fushimi Maru	Jap.	N. Y. K.
June	27 —	Vancouver	E. of Japan	Br.	C.P.O.S.
June	29 —	San Francisco	Korea Maru	Jap.	T.K.K.
July	5 —	San Francisco	China	Am.	C.M.S.S. Co.
July	12 —	Vancouver	E. of Russia	Br.	C.P.O.S.
July	15 —	Vancouver	Bessie Dollar	Am.	R. D. Co.
July	19 —	San Francisco	Ecuador	Am.	P.M.S.S. Co.
July	24 —	San Francisco	Tenyo Maru	Jap.	T.K.K.
July	25 —	Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	2 —	San Francisco	Siberia Maru	Jap.	N.K.K.
Aug.	9 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	16 —	San Francisco	Shinyo Maru	Jap.	T.K.K.
Aug.	22 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
Sept.	9 —	San Francisco	China	Am.	C.M.S.S. Co.
Sept.	9 —	San Francisco	Korea Maru	Jap.	T.K.K.

FOR JAPAN PORTS

June	3 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.
June	4 —	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
June	7 —	Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
June	10 —	Kobe	Mishima Maru	Jap.	N. Y. K.
June	11 —	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
June	11 —	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
May	— —	Kobe & Yokohama	Nera	Fr.	M.M. Cie
June	— —	Kobe & Yokohama	Sphinx	Fr.	M.M. Cie
June	14 —	Moji, Kobe and Osaka	Kumano Maru	Jap.	N. Y. K.
June	17 —	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

———	—	Marseilles	Nera	Fr.	M.M. Cie
———	—	London	C. of Colombo	Br.	J.M. & Co.
June	5 —	Liverpool	Stentor	Br.	B. & S.
June	6 —	Marseilles	Indo Maru	Jap.	O. S. K.
June	9 —	Marseilles	Yokohama Maru	Jap.	N. Y. K.
June	12 —	London	Rhesus	Br.	B. & S.
June	14 —	Bombay	Dunera	Br.	P.&O.S.N. Co.
June	15 —	London, etc.	Andes Maru	Jap.	O. S. K.
June	19 —	Liverpool	Teucer	Br.	B. & S.
June	20 —	London	Glenamoy	Br.	G. L. E. A.
June	23 —	London	Tainba Maru	Jap.	N. Y. K.
June	26 —	London	Taithybius	Br.	B. & S.
June	— —	London	Altai Maru	Jap.	O. S. K.
June	— —	Marseilles	Sphinx	Fr.	M.M. Cie
July	3 —	Liverpool	Ningchow	Br.	B. & S.
July	10 —	London	Idomeneus	Br.	B. & S.
July	23 —	Settle	Katori Maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

June	1 —	Hongkong & Canton	Hsintah	Chi.	C.M.S.N. Co.
June	1 D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
June	2 5.30	Ningpo	Hsin Peking	Br.	B. & S.
June	2 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
June	2 —	Hongkong	Nanking	Am.	C.M.S.S. Co.
June	2 2.00	Hongkong & Canton	Tean	Br.	B. & S.
June	2 1.00	S'tow, H'kong, & C'ton	Hopsang	Br.	J. M. & Co.
June	3 5.30	Ningpo	Taishun	Chi.	C.M.S.N. Co.
June	3 —	Hongkong & Manila	Fushimi Maru	Jap.	N. Y. K.
June	3 M.N.	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
June	4 D.L.	Hongkong & Canton	Kansu	Br.	B. & S.
June	4 —	Hongkong & Canton	Kwanglee	Chi.	C.M.S.N. Co.
June	5 D.L.	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
June	16 —	Hongkong	E. of Japan	Br.	C.P.O.S.

FOR NORTHERN PORTS

June	1 —	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
June	1 D.L.	Newchwang	Kiukiang	Br.	B. & S.
June	2 10.00*	W'wei, Chefoo, T'tsin	Tungchow	Br.	B. & S.
June	3 —	Dairen	Sakaki Maru	Jap.	S.M.R.
June	3 —	Chinwangtao	Hero	Nor.	K.M.A.
June	4 —	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
June	4 10.00*	W'wei, Chefoo, T'tsin	Shuntien	Br.	B. & S.
June	5 —	Vladivostok	Tungus	Rus.	S. H. & Co.
June	6 3.00	Vladivostok	Simbirsk	Rus.	R.V.F.

FOR RIVER PORTS

June	1 M.N.	Hankow etc.	Kiangfoo	Chi. C.M.S.N. Co.
June	1 D.L.	Wuhu	Siangtan	Br. B. & S.
June	1 M.N.	Hankow, etc.	Woosung	Br. B. & S.
June	2 M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
June	2 M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
June	2 M.N.	Hankow, etc.	Talee Maru	Jap. N.K.K.
June	3 M.N.	Hankow, etc.	Poyang	Br. B. & S.
June	3 M.N.	Hankow, etc.	Suiwo	Br. J.M. & Co.
June	3 M.N.	Hankow, etc.	Suiyang Maru	Jap. N. K. K.
June	4 M.N.	Hankow, etc.	Chungking	Br. B. & S.
June	4 M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co.
June	4 M.N.	Hankow, etc.	Fengyang Maru	Jap. N.K.K.
June	5 M.N.	Hankow, etc.	Kutwo	Br. J.M. & Co.
June	6 M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Departures

Date		For	Ship's Name	Flag	Agents
May	31 —	River ports	Loongwo	Br.	J. M. & Co.
May	31 —	River ports	Tehhsing	Br.	H.O.S.S. Co.
May	31 —	River ports	Luenyi	Br.	B. & S.
May	31 —	River ports	Tafoo Maru	Jap.	N.K.K.
May	31 —	Tientsin, ports	Wosang	Br.	J. M. & Co.
May	31 —	Hongkong & Canton	Namwo	Chi.	S.P.S.N. Co.
May	31 —		Nagasa Maru	Jap.	T. W. C.
May	31 —	Japan	Tungshing	Br.	J. M. & Co.
May	31 —		Shinshu Maru	Jap.	
May	31 —	Manila & Hongkong	Venezuela	Am.	P.M.S.S. Co.
May	31 —	Japan	Kumano Maru	Jap.	N. Y. K.
May	31 —	Tsingtau	Fumi Maru	Jap.	S. M. R.
May	31 —	Ningpo	Taishun	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Sunday, June 1**, at about 12 o'clock midnight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. **Kiangfoo**, Captain Johannessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangyu**, Captain F. Carlisen, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,868, Captain Jackson, will leave on **Monday, June 2**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maur**, Captain S. Hosakawa, will be despatched from N.K.K. Pootung Wharf on **Monday, June 2**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671, Catpain Smith, will leave on **Tuesday, June 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, June 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Suiyang Maru**, Captain S. Kusakari, will be despatched from N.K.K. Pootung Wharf on **Tuesday, June 3**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The China Nagivation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Wednesday, June 4**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Fengyang Maru**, Captain T. Takang, will be despatched from N.Y.K. Mail Wharf on **Wednesday, June 4**, at about 12 o'clock midnight. For Freight and Passage apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain S. Hosakawa, will be despatched from N.K.K. Pootung Wharf on **Monday, June 2**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,66, Captain Gibb, will leave on **Thursday, June 5**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,770, Captain Campbell, will leave on **Friday, June 6**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

HONGKONG & CANTON.—The Str. **Hsintah**, Captain J. Glue, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund direct for the above ports on **Sunday, June 1**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Kansu**, Captain R. Robertson, will leave on **Sunday, June 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Monday**, at 2 p.m. the **2nd June**. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, June 2**, at 5:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW.—The Str. **Kwangchi**, Captain C. Taylor, will leave on **Tuesday** night For Freight or Passage pply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The Str. **Kwanglee**, Capt A. P. Sangster, will leave on **Wednesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, June 5**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Arabia Maru, Captain T. Saito, will be despatched from the Co.'s Yangtszepoo Wharf on **Friday, June 13**, at ——— The team-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TAKAO (FROMOSA) via FOOCHOW and KEELUNG.—The Str. **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on June 13, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same ayd. For Freight and Passage, please to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bundd. Tel No. 4234 and 4235.

HONGKONG.—The Str. Chicago Maru, Captain S. Yamaue, will be despatched from the Co.'s Yangtszepoo Wharf on **June 24**, ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central 4234 and 4235.

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Sunday, June 1**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

Chefoo andd Tientsin.—The Str. **Hsinming**, Captain Mackenion, will leave on **Sunday** morning. For Freight or Passage, apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Monday, June 2**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO DIRECT.—The Kailan Mining Administration Str. **Hero**, will despatch on **Tuesday, June 3**. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Capt. Northcombe, will leave from the French Bund on **Wednesday, June 4**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & NEWCHWANG.—The Str. **Toonan**, Captain C. Slepperd, will leave on **Wednesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For **CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.**—S.S. **Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.**—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For **WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).**—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For **AMOY, SWATOW, HONGKONG and CANTON.**—S.S. **Suiyang, Sunning, Sinkiang, Yingchow, Singan and Taifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For **NINGPO—S.S. Hsin Peking.**—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77. **Agents, 21-23 French Bund.**

Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
West Vaca (Cargo only)	June 8	S.S. Venezuela	May 31
S.S. Venezuela	June 21	S.S. Ecuador	June 28
S.S. Ecuador	July 19	S.S. Colombia	July 26

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"

AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	July 10	S.S. Santa Cruz	June

PANAMA SERVICE
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MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

VLADIVOSTOCK.—The S.S **"Tungus"** will leave Shanghai on the **5th June**. For Freight (Godown accommodation at Vladivostock guaranteed) and Passage, apply to **S. HEIMANN & COMPANY**, 19A Canton Road, Telephone, Central 1604.

TIENTSIN and DAIREN.— The Steamer **Kohoku Maru**, Captain M. Tsugaki will be dedspatched from the Co.'s Yangtszepoo Wharf on **June 17**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 and 4235.

For Foreign Ports

MARSEILLES.—The Steamer **Indo Maru**, Captain T. Yendoh, will be despatched from the Co.'s No. 9 Buoy on **Friday, June 6**. This steam full booked for cargo. **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Andes Maru**, Captain K. Goko, will be despatched from the Co.'s No. 9 Buoy on **Monday, June 16** For Freight pleace apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, July 24**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland, shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel No. 4234 & 4047.

Launch Services

Tuesday, June 3, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 2 p.m.

Friday, June 6, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

Siccawei Weather Report

30.—Fine hot weather with fresh Southerly breezes on our coasts. The barometers have moderately risen on the coast. Low pressures between the Yangtze and Hwangho Valleys.

31.—Overcast weather with moderate S.E. breezes. Barometer still rising.

Saturday, May 31, 1919.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches	29.93	29.96
Variation for 24 hrs.	↑0.04	↑0.03
Variation for 12 hrs.	↑0.06	↑0.02
Wind—Direction	SSE	SE
Wind—Miles per hour	14.3	18.6
Temperature (Fahr.)	69°1	76°3
Humidity	92	77
Nebulosity (0-10)	3	10
Rainfall, inches	—	—

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671, Catpain Smith, will leave on **Tuesday, June 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

O. S. K.

OSAKA SHOSEN KAISHA
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SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave.
*ANDES MARU	15,000	K. Goko,	June 14	June 16

FOR MARSEILLES

*INDO MARU	10,000	S. Arai,	May 31	June 6

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*ARABIA MARU	15,000	T. Saito,	July 19	July 20
*MANILA MARU	20,000	N. Kobayashi,	July 23,	July 24

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
ARABIA MARU	15,000	T. Saito,	June 12	June 13
CHICAGO MARU	12,000	S. Yamane,	June 23	June 24

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	June 15	June 17

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	2,000	Y. Fukami,	June 11	June13

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
O.S.K. Yangtszepoo Wharf, Wayside Union Building, 4 The Bund
Tel. Nos. East 208 and 209 Tel. Nos. Central 4234 and 4235.
Tel. Address: SHOSEN, Shanghai,

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU	June 29, 1919
TENYO MARU	July 24, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6. 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation betweenNagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S.	"CHINA"	JULY 5th
*S.S.	"NANKING"	AUGUST 22nd
S.S.	"CHINA"	SEP. 14th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S.	"NANKING"	JUNE 2nd
S.S.	"CHINA"	JUNE 21st

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
YOKOHAMA MARU	12,500	Capt. K. Okamoto,	June 9
TAMBA MARU	12,500	T. Sekine,	June 23

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27
KATORI MARU	19,000	Capt. S. Koma,	July 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,000	Capt. M. Taniguchi,	June 3
KASUGA MARU	7,000	Capt. K. Itsuno,	June 11
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	June 17

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU ..	4,500	Capt. R. Arakida,	June 4
YAWATA MARU	7000	Capt. H. Nojiri,	June 7
OMI MARU	7,000	Capt. H. Kawai,	June 11
KUMANO MARU	9,500	Capt. S. Saito,	June 14

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	June 8

FOR JAPAN

MISHIMA MARU	16,000	Capt. S. Takano,	June 10

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	June 3

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23
AKI MARU	12,500	Capt. F. C. Cope,	August 20

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		19.50
23.45	11.12			arr. Tientsin-Central dep.		17.00
23.50	11.17		84	dep. Tientsin-Central arr.		16.53
24.00	11.25			arr. Tientsin-East dep.		16.45
19.35			524	arr. Mukden dep.		

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep. Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr. Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep. Tientsin-Central	arr.	16.31	15.20	12.45
13.02	16.30	15.30	78	dep. Tsangchow	dep.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep. Techow	dep.	10.33	8.47	11.56
19.57	22.12	20.21	—	arr. Tsinanfu	dep.	8.06	6.00	8.30
7.	‡		220	‡				8.
6.00	22.25	20.31	—	dep. Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep. Tsinanfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr. Yenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep. Yenchowfu	arr.	3.39	0.02	12.38
16.30	6.55	3.16	377	dep. Lincheng	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr. Hsuchowfu	dep.	23.36	19.20	6.30
9.	‡		420	‡				10.
5.40	9.00	4.57	—	dep. Hsuchowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.38	523	arr. Pengpu	dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep. Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep. Chuchow	dep.	16.48	10.50	8.27
20.08	18.55	13.00	631	arr. Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0		dep. Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr. Shanghai-North	dep.	7.55	23.00

Yenchowfu-Taianghsien Branch Line					Lincheng-Taochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Taianghsien d.	11.15	23.00	22.40	17.50	10.40	a. Taochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Municipal Notification

No. 2602.

7% LOAN 1919

Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

23836

Dr. med. F. T. Kiang

Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)

Specialist in veneral diseases.

Office: 85 Szechuen Road.

Consultation Hours: 2-4 p.m.

Telephone: No. C. 3844.

Prof. J. K. Seto

Turkish Bath and Massage Establishment

25 N. Szechuen Road, Shanghai.

Tel. North 2768

THE S.S. "TUNGUS"

will leave Shanghai for

VLADIVOSTOCK

On the 5th June

For Freight (Godown accommodation at Vladivostock guaranteed) and Passage, apply to

S. HEIMANN & COMPANY,

19A, Canton Road,

Telephone, Central 1604.

23792

CODE BOOKS

JUST ARRIVED

Bentleys Phrase Code	$25.00
Western Union Code	30.00
A. B. C. 5th Edition Code..	25.00

Chow Tzu Kong, Bookseller,
111, Szechuen Road.

23826

SPECIAL TRANSPORTATION

FOR CARGO, PARCELS AND SMALL CONSIGNMENTS

via

Shanghai-Nanking and Tientsin-Pukow Railways. Immediately Dispatched at lowest rates, suitable to all parties

Rates forwarded on application, or representative will call.

APPLY: The National Transport Co.,

203/205 Boundary Road, Shanghai. Tel. North 338

or at Town Office: 11A Nanking Road, c/o Harvey's Advertising Agency.

Telephone, Central 4208

22173

SHANGHAI ICE & COLD STORAGE COMPANY, LIMITED

CENTRAL OFFICE

Edward Ezra Building, 24 Nanking Road

PURE MACHINE MADE **ICE** PURE MACHINE MADE

Delivered Free anywhere in the Settlements at 2½ cents (Mex.) per lb.

Orders to be sent to the Company's Office as above: Tel. C. 662-63: after office hours N. 663.

DEPOTS

are open for the sale of this ice at

Hongkew Market	68 Avenue Joffre
Maloo Market	8 Thorne Road
Wayside Market	69 Yangtszepoo Road

6-10 A.M. —— 4-6 P.M.

where

10 lbs. of Ice will be given in exchange for a Metal Check. Checks are now on sale at the Company's Offices, $4.00 for 20 Checks.

22286

BARGAINS! BARGAINS!! BARGAINS!!!

IN LADIES', MEN'S AND CHILDREN'S WEAR

FOR TWO WEEKS ONLY

Starting from Thursday, 29th inst.

This small consignment from America is to be sold without reserve—therefore come early and secure the best bargains.

The Bargain Store

104-105, SZECHUEN ROAD (Opposite Hopkins' Butchery)

23797

ARTS & CRAFTS MADE FURNITURE, OLD CHINESE BRONZES & CURIOS

L. MOORE & CO., LTD.

Established 1874.

Favoured with instructions from CHARLES H. BLAKE, Esq.

Will sell by Public Auction within the premises

No. 2 ROUTE GHISI

on

Tuesday next, 3rd June,

Commencing at 10 a.m. and Continuing at 2.30 p.m.

The Whole of the

Excellent and Superior Household Furniture and Requisites

Contained therein:—

The Furniture is practically all of Arts & Crafts' make and with the carpets and requisites generally, is in excellent condition.

The Bronzes include genuine old and very fine specimens dating back to 1600, etc.

The Art Goods include specimens of Tiffany's fine productions, superb carving in "tea" wood, and a fine "collection" of blue Delft porcelains.

HALL.—Very fine Turkey carpets and rugs—long hall seat leather upholstered with box seat, large brass fender, movable box grates with projecting dogs, hall table and chairs, brass mounted coal scuttle, brass mounted rice measure, flower boxes, large square Turkey carpet, carved framed photo enlargements of North China, brass shells, gilt Tibetan joss, copper Mongolian josses, large Chinese bronze vase, etc.

SITTING ROOM.—Specially made and very fine Persian style carpet in pastel colours—about 27' x 15', teak leather covered chairs, fine large lounge seat leather upholstered with divided cosy cushions, 4 long ranges book cases, two with leaded coloured glass, books, Chinese carvings, porcelains, brass and bronze ornaments, teapoys, desks, round occasional table, leather covered solid brass smokers' table with set complete, large rocking chairs, Persian rugs, solid oak library table, brass tea table, etc.

DINING ROOM.—Arts & Crafts' extension dining table, 6 dining room chairs, tall Chinese blackwood screen with brass panels, new and very fine Persian style carpet old rose predominating, China cabinets, glassware, crockery and E.-P. ware, a very fine silver plated samovar, clocks, brass ware, ornaments, steel engravings, chenille curtains, etc.

STUDY.—Items including a very fine collection of 35 old Dutch Delft, framed porcelains, a set of 5 old Tibetan josses, Arts & Crafts' cabinet, electric heater with 4 candles, brass coal cabinet, handsome brass fender, fire brasses and dogs in Adam's style, etc.

BEDROOMS.—Double brass bedsteads with box mattress and hair ditto, artistic suite in mahogany by Arts & Crafts of 2 large mirror-door wardrobes, dressing table with large square bevelled mirror, tall chest drawers, etc., comfortable silk tapestry covered, arm chairs, card tables, brass fenders, desks, electric heating stoves, mosquito nets, Peking blackwood table, Turkey rugs, imported Chesterfield blankets, shoe cupboard, medicine chest, cork bath mats, etc., etc.

KITCHEN as usual, including new zinc lined cupboard, meat safes, aluminium and enamel ware,

GARDEN.—2 Tennis nets and nettings—contents of greenhouse and a number of Canton palms.

Also

And to which especial attention is drawn.

A Bride's Oak chest from Lucerne dated 1537 (in fine condition)

A Genuine Old Chinese Blackwood Curio Stand

A Rack of 16 Old Chinese Weapons

A Massive Chinese Bronze Bell and Stand dated 1638

A very fine Chinese Blackwood Screen about 7 feet high with 30 very fine carved panels in teawood (made by Siccawei carvers in 2 years)

A Handsome Drawing Room Lamp by Tiffany, New York, opaque coloured glass in beautiful tones

A number of very fine bronzes notably a beautifully clean cut engraved bowl about 3 feet across.

Note:—All the above are real works of Art and seldom met with in Auction.

On View on Saturday from noon, Sunday and Monday next.

23811

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road,
Telephone, Central 3385

Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association, will be closed for the transaction of Public Business on Monday, the 2nd June, on account of Chinese Dragon Boat Festival.

23759

Another Large Stock of TENNIS SHOES

"La Grosse" quality Brand

(American make)

$1,20 per pair.

The Commercial Press, Ltd.,

SALES OFFICE,

Honan Road, Shanghai.

CARPETS

Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.

TIENTSIN CARPETS AND RUGS

Sheep or Camel Hair

Made to order from customers' designs.

HWA YENG FACTORY

127 Peking Road

The Shanghai Chemical Laboratory

No. 4 Canton Road

TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 3 Kiukiang Road

Dr. E. G. Lobzowsky

DENTIST

has removed his office

to

No. 3 G. Peking Road

FOR SALE

A number of very fast and medium-speed Motor-boats, also a motor tow-boat.

For particulars apply:

WRIGHT & BELYEA,

8 North Honan Road.

22240

Japanese Bone-setting Treatment

Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:

- Fractures.
- Dislocations.
- Contused wounds.
- Incomplete dislocations.
- Transmutation of members from injuries.
- Disability of motion of joints.
- Rheumatism from wounds.

Diagnosis in the forenoon.

Attendance by arrangement in the afternoon.

Apply to:

KUAISHUNDO

No. 42, Chapoo Road

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17887

T. Ichiki & Co.

Phone North 2681.

Dealer in

Musical Instruments and Music.

Y. 36, North Szechuen Road.

Dr. James Yuking's

Office for Venereal Diseases is now removed to 73 NANKING ROAD.

Hours: 10 a.m. to 5 p.m. daily and by appointment.

Special consideration to men in uniform.

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI and DR. G. KAWABE

Y-A 4 Barchet Road: Tel. N. 617 (near American Alliance Church)

23518

The Oriental Hospital

Surgical and Venereal Diseases: Injections of all kind of vaccines, serums and 1914 (606); Tests of blood, treatment by X Ray and Diathermy.

Dr. K. WATANABE, A.M., M.D.

(Japanese)

He studied medicine in Japan, America and Europe, so can speak English well.

21 HAINING ROAD

(fifth house from North Szechuen Rd.)

SHANGHAI

Tel. North 2279.

21686

HONMA HOSPITAL

No. 8A Miller Road. Tel. N. 2961

DR. K. HONMA

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases

Confinements, Surgery

X-Ray and Diathermy

Examination with Uretroscope

Skin Diseases

Massage Treatment

Business and Official Notices

In the United States Court for China

In re Estate of ABAGAIL A. SUTTERLE, Deceased. | *Cause No. 751* *Estate No. 284* NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 18, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

FREDERICK W. SUTTERLE,
Administrator,
24-A, Kiangse Road,
Shanghai, China.

May 18, 1919.

23619

In the United States Court for China

In re Estate of IRENE MURRAY, *Deceased.* | *Cause No. 778* *Estate No. 294* NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 25, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

STIRLING FESSENDEN,
Administrator,
2, Kiukiang Road,
Shanghai, China.

May 25, 1919.

23715

The Shanghai Mutual Telephone Company, Limited

The Twentieth Annual Ordinary General Meeting of the above Company will be held at the Telephone Building, 24A and 24B, Kiangse Road on Tuesday, 3rd of June, at 4 p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the period ended 31st March, 1919.

The Transfer Books of the Company will be closed from the 22nd of May to the 3rd of June, both days inclusive.

By Order of the Board of Directors,
GUSTAF L. OBERG,
Secretary and General Manager.

Shanghai, May 21st, 1919.

23669

SEND 75 DOLLARS
FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices,
TAYLORS, 74, CHANCERY LANE,
London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

Consolato Generale d'Italia Shanghai

NOTICE is hereby given that Chev. G. D. Musso has today been appointed Receiver of the late Austrian Lloyd S. S. N. Co., now an Italian Concern known as "Lloyd Triestino."

J. DE ROSSI,
Consul-General for Italy.

Shanghai, 21st May, 1919.

23713

Customs Notification
No. 916.

The attention of merchants is drawn to Customs Circular Notice dated Shanghai 16th October, 1911, (copy of which is appended hereto) introducing a form of receipt for export duty paid. Merchants are earnestly requested to obtain from the Customs such export duty receipt whether the cargo is passed on their behalf by a Customs Broker or by one of their own employes.

Frauds are constantly being perpetrated not only on the Customs but also on merchants themselves owing to the latter's failure to insist on the production of such receipt.

L. A. LYALL,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 28th May, 1919.

APPENDIX

Several instances of fraud have recently been discovered in which employes of firms passing exports through the Customs have reported to their principals a greater amount of duty than was actually paid, and have themselves pocketed the difference. With the object of checking such frauds, a form of Export Application, with a detachable receipt for duty paid, has been devised. Merchants are advised to make use of this form, sample of which will be supplied on application. The receipt will be filled in with the amount of duty, initialled and stamped with the Customs seal, detached, and given to the applicant; and if merchants will insist upon the receipts being produced, this kind of fraud will be prevented.

(Signed) H. F. MERRILL,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 16th October, 1911.

23849

National Loan of the Third Year of the Republic (1914)

Subscribers to the above Loan are hereby notified that redemption of the Bonds drawn on 15th May (second drawing) will begin on 30th June, 1919.

Payment in cash or its equivalent will be made at the Bank of China and the Bank of Communications or any of the branches of the above Banks and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.

Any Bond of which the following are the two terminal numbers, namely, 05, 12, 26, 32, 45, 48, 55, 64, 74, 89 and 94, is a drawn Bond.

F. A. AGLEN,
Inspector General of Customs.

Inspectorate General of Customs,
Peking, 27th May, 1919.

23848

FOR SALE

A large stock of

TEXACO FLOOR OILS

Write to,

Liengyi Mercantile Co.

Szechuen and Soochow Roads.

Business and Official Notices are Continued on Page 27

HIRANO WATER
Reynell's

AT ALL HOTELS
AT ALL CLUBS

PURITY GUARANTEED

GARNER, QUELCH & CO.

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

FOR SALE
"MONTSANTO"
Saccharine Crystals
stock
$23.00 per lb.

Apply to Box 276,
THE CHINA PRESS.

23825

FOR SALE

A curious Porcelain Vase, made in the "Sung" Dynasty, nine inches in height, five colours like Jade, engraved with eighteen kinds of Idols and a Dragon-Head. For particulars and inspection, please apply to The Yah Da Heng, Dong Woo Lee, Ningpo Road, Shanghai.

悠太亨同和里

23829

NOTICE
Dr. Oks and Dr. Holper
No. 3 Kiukiang Road
Tel.: Central 1801
Dr. OKS, M.D., Eye, ear, throat, nose and internal diseases.
9-11 a.m. and 1-4 p.m.
Dr. HOLPER, M.D. Urinary, skin and internal diseases.
11-1 p.m. and 4-6 p.m.

23741

The International Recreation Club

KIANGWAN RACES
54th MEETING
31st May and 2nd June, 1919.
(Saturday and Monday)
1st Saddling Bell at 2.15 p.m.
Daily Sharp.

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SPECIAL TRAINS:—1.40 p.m., 2.10 p.m., 2.30 p.m.

TIFFINS AND REFRESHMENTS will be served at the Race Course.

By Order,
Y. S. DAY,
Secretary.

23777

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KIANGWAN RACES
55th MEETING
7th and 9th June, 1919.
(Saturday and Monday)
1st Saddling Bell at 3.00 p.m.
Daily Sharp.

Attention to Members

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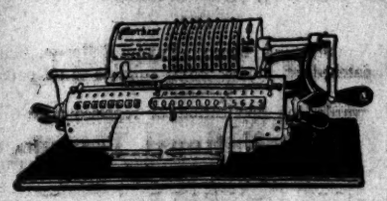

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23753 J. 1.

Magazine and Automobile Section of The China Press, Sunday, June 1, 1919

Paderewski, One of the Strangest Surprises of the War

How the Delicate, Petted, Musical Genius Faced the Rifles of the Revolutionists and Displayed Military and Executive Leadership Which Nobody Had Suspected

The Hands of the Great Paderewski Which Have Earned Many Millions of Dollars at the Piano but Which Are Now Enlisted in the Services of His Native Land, Poland.

IN these days when nations are being made and unmade, and the whole world is being remade, when we are accustomed to consider people by the millions, and in the mass, a man has to be of supreme calibre and ability to attract the respectful attention of the entire world. In fact, there is but a handful of such men who, by their experiences, training and force of will, have risen to the seats of the mighty, and are trying to pilot great ships of state over tempestuous seas.

Men of the temperament and ability to assume such tremendous responsibilities are usually of recognized executive ability, trained in law and logic, and acquainted with the arts and artifices of diplomacy and the complication of international intercourse. Guiding the destinies of a nation we expect to see sturdy statesmen, heavy minded lawyers, jurists, civic and economic experts and the like.

Consequently, the accession to the presidency of Poland of Ignace Jan Paderewski, he of the shock of blond locks, he of the heavily insured, delicately tapering fingers, is one of the big surprises and notable events of the whole erotic war and its sequels.

The pampered pianist, the parlor pet, has become the popular President of the Poles. From a life of sumptuous comfort and ease he emerged to inject himself, regardless of consequences to himself, into a life of hardship, strain and constant danger to his personal safety.

For the first time in his life the shapely fingers that were wont to draw from the hidden strings a dainty rhapsody, caprice, or the famous minuet, have deserted the ivory keys and closed about an ugly loaded revolver, which the once temperamental musical genuius must now carry to protect himself against a conspiring mob.

Surely Paderewiski is one of the most striking figures of the times. Remarkable, indeed, it is to see this man who has been the butt of jokes because of his hair, eccentric, temperamental, easy to caricature, a purveyor of dainty, intricate harmonies, risen almost overnight to the leadership of 20,000,000 people. It is marvellous, particularly when all the aspects of the situation are considered.

No nation of Europe is in a more disorganized and disintegrated state than Poland. Many of its war-worn inhabitants are starving. Business is almost at a standstill. Bolshevism is at the gates and threatening to sweep across the country as it has in Russia and Austria. The various factions are ngating each other, and all is strife, discord and discontent. To run that Government is a job that few men would care to tackle. If Paderewiski pulls Poland out of the fire that is threatening its vitals he will have accomplished such a titanic task that people will almost forget that he ever played a piano. And the chances are he is getting considerably out of practise. It is said that he used to practise seventeen hours a day. We doubt if he gets time to play a scale once a week now. And while each of his fingers and thumbs was once insured for $5,000, it is doubtful if any reputable insurance company would risk more than fifteen cents on his entire person at present.

Padrewski has long been popular in Poland, so his rise to the position of its chief executive is not so sudden or quite so unexpected as many believe. Back in 1913, a year before the war started, there were rumors of Paderewski being made its king. That year he was giving concerts in his native land and wherever he went he was widely acclaimed a great favorite as a leader. His loyalty to his own people, which he openly flaunted, endeared him to them. Whenever he appeared in any Polish town he was greeted with that loyalty and enthusiasm which belong to popular monarchies. There was a royal halo about his presence in his own country, whether it was in the part under Russia, Austria or German rule. When he went out, crowds waited below to cheer him as he left the hotel. When he entered a theatre, those who could not get inside waited for hours outside, in the hope of catching him on his way home. When ne gave a concert it was as though a king held audience.

His growing popularity greatly disturbed the authorities, especially in German and Russian Poland. They did not know what to make of it. The Russian police feared that some day he would get himself crowned on the concert platform, between a sonata and a rhapsody. Always an ardent patriot, even when poor and unknown, Paderewski proceeded to spend huge sums in his country. No sums could tempt him to play before the Tsar of Russia or the German Kaiser, because both of these monarchs allowed the Poles under their rule to be oppressed.

When the war started, Paderewski came to this country and began working incessantly for the benefit of his people. When he came back here he was a changed man. People saw in him a different Paderewski. He showed himself a many-sided man, not merely a musicial genius, but a man of statesman-like qualities. His was more than a minuet mind, and he surprised all by his clear-cut conception of world affairs. During his stay here his people did not forget him. They had good reason to remember him, not only for what he had done, but for what he was doing, and for the hopes of what he could do in the future for them. As a member of the Polish National Committee his work attracted more and more attention. In December of last year he sailed for home, to do the work he had planned among his people.

There was a remarkable demonstration at his arrival. Instead of the orderly, dignified reception to which he had for years been accustomed when he appeared as entertainer extraordinary, a noisy, hysterical mob yelled itself hoarse. There was no patter of gloved hands such as used to greet him as he stepped to the piano, followed by the respectful and oppressive hush. Instead there arose the roar of lusty throats. The hands that held the hats aloft wore no jewels. The expensive gowns of his former audiences were missing. The women who greeted their hero and liberator stood there thinly clad with cheap shawls scarcely protecting their heads and shoulders from the cold. But it warmed his heart as no greeting had ever done and proved to him his popularity among his people.

But while the Poles were wild with enthusiasm over Paderewski's presence among them, the Germans were quite the opposite, and frequently he barely escaped with his life. From the very moment that he set foot on Polish soil in Danzig, he was surrounded by worries and dangers on every hand. His reception on the part of the Germans in Danzig was extremely unfriendly, but he succeeded in continuing his journey before the feeling against him grew, to such proportions as to result in bodily harm. He received instructions from a German general forbidding him to proceed to Posen, his next stop, but he disregarded these instructions and in the face of great danger went on.

By the time he reached Posen, it was perfectly clear that he was on no concert tour. The German element was very inimical and he was the object, not of bouquets, but of bullets. The hotel where he and Mrs. Paderewski stopped was attacked by a German regiment. Five dum-dum bullets entered Paderewski's room and it looked for a while as though he would fall victim to the attack of the Germans. At first Paderewski was advised to leave the hotel and seek seclusion somewhere and direct affairs from this hidden spot, but he staunchly and bravely declined to do any such thing.

No soldier in the front trench showed more bravery than did the piano player during his five days in Posen, for those five days had all the atmosphere of war. The hotel was transformed into a redoubt. Arms and ammunitions were being carried to it day and night. In every window there was a machine gun and Paderewski and his wife were defended by loyal Polish soldiers who stood guard over them without a moment's rest. Throughout all this attack Paderewski remained as cool and calm as if he were playing some simple selection at a private musicale. When the attacking party was finally driven off and quiet had been resumed once more, he and his wife left for Warsaw.

Since then the pianist-premier has had his troubles, but so far he has come through, meriting plaudits as usual. He seems to be able to solve the intricacies of government and intrigue as easily as he did those of the ballade.

Standing close by the premier, a constant aid and comfort, is the quiet, modest figure of his wife, Helena. In the old days she was always his companion on his concert tours and helped manage his affairs. During the last four years she has been active in war work and in helping her husband in his efforts on his country's behalf, and now, as the first lady in Poland, is very popular, and valuable to the former piano player as a stabilizing influence.

Latest reports from Warsaw, where Paderweski is making his headquarters, say that the courageous and patriotic ex-piano player is showing marked signs of the strain under which he has been laboring for months. The constant suspense, danger of murderous attack seem not to impair his power of concentration to his work, but it is all having its outward show in the lined, drawn face of this man who so suddenly jumped from a world of quiet and peace into one of turmoil, stress and danger.

Paderewski was without a doubt the richest musician in the world at the time of the outbreak of the war. For years he had been constantly "playing to crowded houses," as the saying goes. He was always busy on tour, one concert after another. He never seemed to tire. He wasn't so temperamental as many artists are who continually complain of illness to camouflage some petty grievance toward the manager and refuse to appear.

The great pianist was always on the job. He was conscientious, and felt a keen sense of obligation to the people who had paid money to hear him perform. Consequently he was always busy and the money was always rolling in. Both he and his wife were reasonably frugal and while they lived well they saved the bulk of the millions that were earned by the Pole's deft fingers. Nor was it through any impulse of parsimony which caused them to save this money. At the beginning of his career he had fond hopes of rolling up a fortune and devoting it to the cause of his country's freedom. His hopes have been fulfilled. He won his fortune and he has given practically every cent of it to his country. It is understood that the Paderewski's have retained barely enough to live on, giving freely of their great fortune to the saving of Poland.

People who knew Paderewski as a musician knew him only slightly. It was not until he began to devote his time to Poland and her people, and began to appear in public in her behalf, that a glimpse of the real Paderewski was first had. He began to reveal his real self in the speeches which he made. He was passionate, eloquent, and his zeal in behalf of the stricken people of his native land showed him to be a man of tremendous force, and his untiring and well-directed efforts have done more than anything else to bring them relief.

He was a Polish patriot long before he was a pianist. His father was banished to Siberia by the government of Russia for his independent beliefs, and he brought back from exile a burning love for Poland and a desire for its freedom which he bred into his son from the beginning.

W. O. Gorsky, stepson of Mr. Paderewski, received a letter a few days ago from Madame Paderewski the first word that has come from them since their departure from this country. She said:

"Neither pen nor words can describe adequately Mr. Paderewski's entry into Posen, Warsaw and Cracow. He was greeted as a savior, a liberator. Such a greeting could only be given by a people whose lot had been slavery for over 140 years, and which is coming back to life and is standing on the threshold of freedom.

"Mr. Paderewski is overworked. He labors practically day and night, insisting upon reading himself every document he signs, preparing speeches, receiving delegations from every part of the country."

One of the Last Photographs of Paderewski Before he Abandoned His Profession to Answer the Call of Patriotic Duty.

Madame Paderewski in the Uniform of President of the Polish White Cross. She Has Been a Tremendous Force in Encouraging and Advising Her Distinguished Husband.

Snapshot of President Paderewski at the Military Front in Poland.
Photograph Copyrighted by Press Illustrated Service.

NEW SUMMER STREET SUITS

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Street Dress of Champagne Cloth, With the New Box Cut Coat. ("Lucile" Model)

A Charming Three-Piece Suit, With a Loose Cloth Girdle. ("Lucile" Model)

A Comfortable Street Suit of Covert Cloth, With Bell-Shaped Sleeves ("Lucile" Model)

By Lady Duff-Gordon
("LUCILE")

YOU see to-day my designs for street suits for May and for the cooler days that will follow occasionally throughout the warm months.

You will notice the characteristics which they have in common. These are increasing length, straight lines from shoulder to instep, loose coats and high belt effects.

First of the suits I have named "My Boy." Every girl knows, and to her own heart she confesses, that she dresses for one boy. Every woman knows when she places her order for the season's gowns that there is one question in her mind: "Will the man like them?" This smart suit is an effort to answer that question in the affirmative. The "My Boy" gown means "To please my boy."

It is a suit of champagne cloth. The skirt has in front a trousers-like fold. It has no trimming, relying upon its color and the grace of its fulness for adornment. The coat, reminiscent of the popular box coat, has an effect of squareness. A deep fold at the waist line breaks what would otherwise be severity. Contrast is afforded by the revers of dark embroidered velvet.

The large left-hand figure I have christened "Billy." It is an easy, unostentatious suit, with the comfortable characteristics of every one I have ever known whose name is "Billy." It is made of covert cloth. It has the same trousers-like fold in front as the skirt worn by the large right-hand figure. The belt effect of the coat is secured by extending the cloth in front and securing it by a large belt, which is covered by cloth.

The buttons which fasten the lower part of the coat are also covered with the cloth. The shawl-like revers end at the waist line. The long bell-shaped sleeves have wide cuffs finished by a line of cloth-covered buttons. An inset of light silk in the cuffs gives a note of relief from possible monotony.

The small middle figure, which I have named "The Arabesque," is a graceful three-piece suit. The skirt differs from the others in that it is slightly draped, the opening being at the left side. The coat is cut in slightly rounded effect in front and fastened at the left side by a huge button. The turned-back corners of the sleeves and the ends of the loose cloth girdle are trimmed with appliqued motifs in silk of contrasting colors.

No Summer Outfit Complete Without A Taffeta Gown

Popular Trend Runs To Black Frocks In Which Harshness Has Given Way To Charm And Dignity

By Martha Goode Anderson

To complete one's spring wardrobe at least one taffeta frock must be included. This may be one of the new and very lovely black gowns of this crisp silk or a stiff and rather dimple and quaint evening frock, but to be absolutely correct at least one taffeta frock must be included in the season's outfit.

None of the silk gowns for years past has had just the charm and dignity that the black taffetas of this spring have achieved. Indeed, the very silk itself has acquired a new suppleness and a softness which gives delightful drapery effects. Again, these newer taffetas do not split and crack as once they did and are therefore a much better investment than this sort of silk was some seasons ago.

Ruffles In Vogue

Since ruffles are so much in vogue it is interesting to note that one of the most advanced models developed in black taffeta silk shows a very long and narrow skirt with a slightly bobbed effect carried out by placing three ruffles one above the other with the hems of the little frills turned up to the waist instead of in the usual manner of placing ruffles turned down toward the hem of the skirt. This is one of the new fancies of the spring—this of the upside down ruffle—and it gives a distinctive look to all frocks and proves them of the latest model.

On the particular black dress of which I have spoken the very long front panel is unbroken from the square neck quite to the bottom of the skirt, except by the ruffles, and untrimmed except for a straight row of black silk buttons placed straight down one side. The back has a slightly draped bustle effect and a sash, and the sleeves are long and tight.

Just why black should be preferred in this sort of silk frock it is difficult to say, as for a long time black taffeta silk was left for the middle aged and for mourning gowns. Certain it is that nothing is more up to date at this time, however, than these severe silken gowns. The makers understood perfectly the softening of all of the harshness taffeta has and indeed since the newer and softer weaves have been exploited this stiffnss and shininess is a thing of the past.

One Of The Smartest Frocks

One of the really smart black frocks has nothing to distinguish it especially as to trimming or ornamentation, except in the graceful lines on which it has been cut, and so beautifully draped is the skirt and so cleverly arranged the bodice and accompanying sash of silk that this particular frock seems entirely different from any other I have seen. Not a vestige of color relives the black folds and only a short chemisette of the finest and softest cream batiste breaks the entire length of black.

The placing of this short little vestee, square and low in the neck and stopping just below the bust, brings out one of the newest ideas for summer frocks as many silken and georgette dresses reveal those fine, soft and very short vestees, squsre across neck and bust.

Eyelet Embroidery

Eyelet embroidery is extensively used in some of these new silken frocks, appearing especially well placed on a long apron drapery of a smart imported black taffeta embroidery.

The apron dapery will not leave us—it seems to have come to stay—and still hangs on frocks with which, seemingly, it has no relation whatever. However, on this particular black frock the whole apron part of eyelet embroidery, done in black silk threads, really makes the dress, falling with a slight fulness in the front over a tight, black petticoat underneath. In the back the velvet embroidery appears only a part of the skirt, which is drawn in with very little fulness. A sash finishes the waist, is tied in a rather large bow and falls nearly to the bottom of the skirt.

As to the bodice, it also reveals the little short square chemisette of fine net like the one mentioned above. As two wide revers finish the front of the bodice in a sort of surplice effect, the upper part of this waist resembles a smart little Eton jacket. The sleeves are three-quarters long and are finished with a wide folded back cuff.

One of the very successful combinations for this type of dress is taffeta and georgette, happily arranged in one instance with a long tunic of blue georgette over an underneath skirt of blue taffetas. The bottom of the tunic is handsomely ornamented with an application of taffeta in small scrolls and pieces cleverly embroidered in place with heavy silken threads.

A repetition of the applique appears on the blouse, which overhangs the tunic and belt slightly, and the long taffeta sash in the back makes a good finish for the waist. This also shows buttons of silk in the front of the bodice and a short vestee of fine white lace finishes the upper part of the front. The sleeves are the curious short bebe sleeves so much affected in the French importations.

Evening Frocks

Taffeta frocks are by no means confined to just afternoon gowns, as this silk is being extensively used for simple evening frocks and really offers a welcome change from the heavier brocades and metal tissues, the beaded and spangled splendid robes of which we shall doubtless grow tired in spite of their great beauty and elegance.

A rose pink silken frock of the placid silk, as I like to call taffetas, has a little bertha of very rich lace outlining the rather low decollectage and is without sleeves. The skirt is very long and very narrow and only a slightly draped effect just in the very front of the long skirt breaks the otherwise perfectly plain lines.

The bands of silken loops, which are being so much used, trim a dark blue evening gown and puffs of the silk with corded edges trim another, though in this instance a very smart afternoon gown.

While one finds an occasional combination of georgette and taffeta and now and then some lace or satin used in a combination with this stiffer silk, for the most part the best models and those most frequently seen are untrimmed and relying principally on the drapery and clever lines to achieve the distinction most women want for their frocks. The cordings and puffs are not entirely new, as we used them several seasons back, but that is long enough ago to give the idea of an entirely new style when we see them now.

The Riviera Blouse

No sooner had we heard of the straight jersey silk middy blouses worn at Monte Carlo by smart women than the shops introduced them in America. We get clothes by wireless these days. The garment and the cable come out together. It must be a delightful truth to the American people that this is so; that they can see in their own shops everything that Europe offers, and almost as quickly as Europe accepts it. Of course, the American public does not accept a novelty as quickly as France does. It takes six months, as a rule, betweeen the general acceptance of a fashion there and here. We accept our own fashions, however, more quickly than we do the French ones.

Take the instance of the long, tight skirt which was put into the channels of fashion last fall. This is a good example of how rapidly the American continent takes up something that is introduced here. This skirt is worn from the R. F. D. routes to the centers of all great cities. We are very, very tired of it by this time. It goes in at the knees, back and front, and permits walking only through a slash at the back. It is sold for any price that one has in the purse. The reasons for the popularity of the American designs is that they are sent out by salesmen into very place where clothes are bought and sold.

All of which is to say that when the Riviera began to show those loose jersey silk blouses, which are quite negligee in appearance, the American shops offered them for the Florida Riviera. They are merely straight pieces of brilliantly colored silk jersey in a heavy or a thin weave. In golden yellow, for instance, they look like the gold mesh bags that women carry. They are so supple that they do not really stand away from the figure; they just wrinkle against it. The neck is high or low, and the sleeves are elbow length or long. They are trimmed with a band of jersey in another color. This outlines the neck and wrists, the edges of the pockets are put in, and sometimes the hem, where it flattens against the hips or turn up to form a purse pocket and one for handkerchiefs.

Any kind of skirt seems to do for these vivid blouses, and over them are worn satin manties, short sealskin coats and rippling capes of horizon blue broadcloth. In the American resorts they will be the smart thing, worn as a substitute for a sweater, a shirtwaist or a cuirass blouse. Women who have money have ordered six or eight of them in such colors as gold, henna, tomato red, French blue, English rose, pink and Irish green. There is no attempt to have them demure, although it is considered quite smart to wear one of dead white edged with black over a white pleated crepe de chine skirt and with a white and black hat. Other women who try out this black and white scheme add a deep set sailor hat of lacquered scarlet straw.

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.

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People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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Health, Beauty And The Home

The Ideal Kitchen

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

SINCE the kitchen is the workshop of the home, where women spend 80 per cent of their time, it cannot be said too often that it should be arranged in the most workmanlike manner.

Even though we have talked about efficiency for a long time we cannot repeat too often the principles which make the kitchen an easy place to work in. The main equipment should be so arranged that the worker moves from one piece to another with the least possible motion.

The sink and the table should never be adjacent, because we never take foods from the stove to lay in the sink or vice versa. What should always be next the stove is the preparing table, so that as the worker mixes or beats or prepares she may then take the prepared food and at once place it on the stove or cooking surface. Preferably the stove should be to the right of the table, since most workers are right-handed.

The sink and the dishwashing equipment form an entirely different set or unit. There should be a second table or else a drain surface to the right of the sink large enough to hold the stack of soiled dishes. This should always be to the right of the sink.

On the left there should be a drain to hold the clean dishes when washed. This arrangement permits the quickest right to left movement, with no waste motion.

Again let us mention the right height of sink. The average sink is from five to eight inches too low for convenient work. Any woman can easily find out what height her sink should be by standing in front of a table and piling up books under a dishpan until she finds the exact height which allows her the most comfort for work. It is an easy step to measure this height from the floor and to use it as a basis for the setting or resetting of the sink. If a woman does her own work it will certainly well repay the few dollars cost to have the sink raised to exactly suit her own height.

It is the author's personal belief that no closets in the kitchen should be fitted with doors, but that instead open shelves should be used. The main trouble with the closed closet is that the doors when opened out into the room take up too much space. Then, too, closed shelves keep clean no better than open ones. Indeed, it seems to be the experience that open shelves where utensils are arranged neatly and in definite order and place are usually cleaner and more orderly than the closed closet where everything may be thrown in pell-mell and where inspection does not penetrate so often.

Many women seem to resent having things hung up in plain view, but prefer everything laid away in drawers. But the really efficient workshop has the most commonly used tools arranged where they can be picked up quickly instead of being poked away in cupboards or drawers. Some women have the wrong ideal and want their kitchen to look more like a parlor than what it should look like, namely, a true workshop.

In some future kitchen we hope to find all the shelves graded in depth according to the articles which they hold. For instance, shelves will be ten or twelve inches in depth for large plates and dishes, eight inches for sauce dishes and bowls and six inches for glasses and all canned or packaged foods. This will prevent the waste of effort involved in reaching behind the first row of articles to get at those in the rear.

Now that the war is over and building again permissible, many kitchens could be easily reconstructed with a small expenditure for a carpenter's work and lumber. Possibly a couple of shelves directly over the table will give all the benefits of a kitchen cabinet. Another set over the stove for holding pots and pans will save countless steps in going to the pantry for every pot and skillet. Small blocks of wood may be put under the feet of the table, the stove or other working surface to raise it to the proper height.

It is safe to say that not one architect in ten who ever designed his man-made kitchen would stay in that kitchen one week and wash the dishes.

While we fight for laws enforcing sufficient ventilation and light in factory buildings, we do not think to insist on similar conditions in our homes.

As warm weather approaches the ventilating of the kitchen will make all the difference between a satisfied worker and one who hates her job. Every kitchen window should open from the top and there should be cross ventilation between windows and the opposite doors, transom or other windows.

Possibly a ten-cent investment in cup-hooks will do more to make the kitchen efficient than any similar outlay. Everything that can possibly be hung up should have a separate hook. By screwing a cup-hook into the handle of the dish-mop, sink brush, etc., these articles can be kept clean and in place. Knives, as we have so often said, had better be slipped into a leather strap tacked on a board, so that the blade of each knife is kept sharp and separate.

In choosing equipment of the smaller sort, such as pots, sauce pans, etc., be sure to choose similar shapes and styles in order to secure uniform, attractive appearance on the shelves. Also choose the same color agate instead of different pieces of white, blue or gray.

The "kitchen business corner" must not be overlooked. This may consist of a small bulletin board on the wall, where hang calendar, menu pad, bill hook, list of articles wanted and a slate on which to write special tasks to be done or other information. Many housekeepers find it worth while to write down the sizes of the cans of certain brands of goods which they buy, how many people they serve and other details. We must not forget also the filing cookbook which contains recipes on separate cards, and which makes cooking so much more interesting as well as exact.

If this Spring the housekeeper will look at her kitchen as if it were that of some one else, it will help her to see its faults and make a plan to arrange it for the greater efficiency. Let her try to be her own "household engineer" and think of it as a professional job worthy of her best efforts.

"After the hair has been thoroughly washed let it dry in the sun and wind."
Photograph Posed by MISS MARION DAVIES at CAMPBELL STUDIO

The Hair's Beauty

By Lina Cavalieri,
The Most Famous Living Beauty.

AMONG the hits of advice that I can least afford to miss the opportunity of passing on to other women are those that have to do with the hair. It really matters very little whether your hair is golden yellow, black, brown or gray, curly or straight; the thing that counts is the texture and the care that you give it.

Therefore, it is worth spending a great deal of time to keep your hair in good condition. The woman who wants to keep her hair parted, but finds this manner unbecoming because the roots of the hair are darker than the ends will welcome this treatment:

Shampoo the hair at least once a week. Use the juice of two lemons in a quart of water for the shampoo. Occasionally you can substitute for the lemon juice a tablespoonful of ammonia. Rub this well into the roots when washing the hair.

The best way to make dead-looking brown hair rich and glossy is to upbuild one's general health. The hair and teeth are generally safe barometers of the vitality. Take the wholesome tonics of plenty of fresh air, daily exercise out of doors, simple, nourishing food, and your hair will share your vigor. Much brushing will make it more lustrous.

For an ordinary shampoo, no one could ask for anything better or more satisfactory than the following: Water, one cupful; one egg, tincture of green soap, one teaspoonful; cologne, one teaspoonful. Mix thoroughly and rub well into the scalp.

To my mind the best method of stimulating the hair is by massaging the scalp every day and by vigorous and faithful brushing. To get rid of dandruff without making the hair either oily or dry, first give the scalp frequent shampoos. Every other day, or even daily, is not too often for a week or two, if the case be an obstinate one. After shampooing and on other nights rub carefully into the scalp a teaspoonful or more of the following: Bay rum, 2½ ounces; olive oil, ½ ounce; tincture of cantharides, ½ ounce.

Sometimes after a serious illness, or after too frequent shampoos, one's hair becomes very dry. For such a condition the best thing to do is to massage well into the roots every night before retiring the following: Oil of sweet almonds, 45 grams; essence of rosemary, 45 grams; oil of mace, 2 grams.

Brown hair that is becoming streaked with gray may be darkened with henna water. One handful of henna to a quart of water is the right proportion. Boil down until there is only a pint of liquid. However, one application alone will not accomplish the desired result. Apply several times until the hair attains the shade you wish. Before applying the henna treatment your hair should be washed thoroughly and dried in the sunshine. Each time after using the henna as soon as it is dry the hair should be rinsed again in cold water.

The best method of shampooing the hair, in my opinion, calls for a bowl of warm water and a cake of pure castile soap. Then rub two or three handfuls of the hair in the lather, massaging the suds well into the scalp. Draw the long ends of the hair together at the top of the scalp and lather well about the neck. Then throw out this soapy water and wash the hair thoroughly in clear warm water, or, better still, pour upon the head pitcher after pitcher of warm water or play upon it with the bath spray. Gradually reduce the temperature of the water until it is cool, though never cold. Too cold water causes a shock to the scalp, which is detrimental to the nerves.

In the matter of singeing the hair to get rid of the split ends there is no arbitrary usage. Simply singe them carefully with a lighted candle when the ends begin to look too disreputable, but be very careful not to set yourself on fire. It is better for someone else to do this singeing for you than to attempt it yourself. Clipping the ends is another way to eliminate these split hairs. A simple way to do it is to twist the long hair as if you were wringing clothes. Then you can run the scissors along the surface and snip off all the rough, uneven ends. One word more. If you attempt to singe the hairs always do this just before shampooing time, because the odor of burnt hair is not a desirable fragrance.

Another caution I must give you. Be very scrupulous about your brushes and the condition of your comb. If necessary, dip them into a bowlful of lather made of white castile soap every day after the morning brushing. A half a dozen drops of ammonia in the water will help to cleanse them. Rinse thoroughly so that no particle of the soap remains. If the comb is hard to clean, weave some linen thread back and forth between two chair knobs and scrape the teeth up and down on them until every bit of lint and dust is removed.

Tested Rhubarb Recipes

By Mary Lee Swann,
Principal, Scudder School of Household Arts.

Quick Meringue.

BEAT 2 egg whites until they are stiff. Add 2 tablespoons sugar gradually, beating constantly, then add 1 tablespoon sugar and beat until the mixture will hold its shape. A few drops of flavoring may be added.

Rhubarb and Pineapple Conserve.

WASH and cut into small pieces 3 pounds of rhubarb. Mix thoroughly with the juice and grated rind of 2 lemons, 1 cup finely chopped pineapple and 2 pounds of sugar. Boil gently until thick and clear. Turn into sterilized glasses and seal when set.

Rhubarb and Banana Sponge.

SOAK 2 tablespoons gelatine in ¼ cup cold water about 20 minutes. Add 1 cup of scalded milk and 1-3 cup sugar and stir until the gelatine and sugar are dissolved. Set the mixture in a pan of cold water. When it begins to harden beat it until light with an egg beater. Add 1 cup of rhubarb sauce, continue beating, and fold in the well-beaten whites of 2 eggs. Turn into a mold that has been rinsed with cold water and set in a cold place to harden. Serve with a garnish of sliced bananas and whipped cream.

Rhubarb Pie.

COOK 2 cups of diced rhubarb with 2-3 cup sugar until thick. Add 1 tablespoon corn starch, dissolved in 1-3 cup cold water, and stir constantly until clear. Add 1 teaspoon melted butter. If a single crust is desired, invert a pie plate and cover it with plain pastry, allowing a little margin for shrinking. Pierce the top several times with a fork and bake in a rather quick oven until golden brown. Remove from pan and place inside the pan. Fill with the cooked rhubarb. Pile meringue lightly on top and brown in a slow oven. A few raisins or a little grated cocoanut or a bit of orange juice may be added to give variety to the pie. The rhubarb mixture is often placed between 2 crusts of plain pastry and then baked.

Rhubarb Sauce.

WASH rhubarb carefully, cut in inch pieces and put in a saucepan. Sprinkle generously with sugar and add enough water to prevent the rhubarb from burning. Cook until soft. If cooked very slowly for a long time it has a rich red color. A little grated lemon rind or cinnamon may be added for variety.

Rhubarb and Pineapple Parfait.

BOIL 1 cup rhubarb juice and 1 cup sugar until the syrup spins a thread. Pour very slowly over the stiffly beaten whites of 2 eggs and beat constantly until cold. Add 2-3 cup rhubarb and pineapple conserve and fold in 2 cups of cream, beaten until stiff. Pour into a mold. Cover closely. Pack in ice and salt for 3 hours, using 4 parts ice and 1 part salt.

Rhubarb Juice.

WASH rhubarb and cut in small pieces. Add cold water to cover and simmer gently until soft. Strain through a jelly bag or a double thickness of cheese cloth. To each quart of juice allow 1 cup of sugar. Stir until the sugar is dissolved. Reheat, removing the scum if necessary, and bring to boiling point. Pour into sterilized jars and seal immediately.

Rhubarb Marmalade.

BOIL very gently until thick 2 quarts bright red rhubarb stalks, 6 cups of sugar and the yellow rind and pulp of 1 dozen oranges.

Rhubarb and Strawberry Sauce.

SELECT rhubarb having a red skin if possible, because it gives a more attractive appearance when cooked. Wash the rhubarb carefully and cut into small pieces. Mix 3 quarts rhubarb, 1 quart carefully washed and hulled strawberries and 2 quarts sugar and boil until the liquid is thick. Pour into sterilized jars and seal them immediately.

Rhubarb and Pineapple Dumplings.

MIX and sift 2 cups of flour, 4 teaspoons baking powder and 1 teaspoon salt. Work in 4 tablespoons shortening, and when mixture is mealy add 1 cup milk gradually, mixing well. Turn on lightly floured board, roll out about ¼ inch thick and cut in 3 or 4 inch squares. On each square place 1 tablespoon of chopped sweetened raw rhubarb and canned pineapple, sprinkled with a few drops of lemon juice. Fold up the edges carefully, press together, place fold side down on a greased baking sheet and bake gently about ½ hour. Serve with hard cream or any fruit sauce.

Canned Rhubarb.

SELECT choice stalks of rhubarb and wipe carefully, taking care not to remove the skin. Cut the stalks to fit the jar and pack into sterilized jars. Allow cold water to run from faucet to overflow jars, adjust rubbers and covers and set aside in a cool place.

Rhubarbade.

WASH rhubarb and cut into small pieces. Bake 1 pound of the diced rhubarb with ½ cup sugar, a small piece of ginger root and 1 cup of water until the rhubarb is tender and pink. Strain, add the juice of 1 orange, then juice of 2 lemons and 4 cups of ice water. Chill and pour into small glasses containing a little crushed ice.

Rhubarb Tapioca Pudding.

SOAK 2-3 cup tapioca in cold water to cover overnight or several hours. Drain, put in a double boiler with 1¼ cups boiling water and 2-3 teaspoonful salt, and cook until tapioca is transparent. Stir in water. Wash and peel the rhubarb, cut into pieces crosswise, allowing about 3 cups, and sprinkle with 1 1-3 cups sugar. Add to the tapioca and cook until the tapioca is perfectly transparent and the rhubarb soft. Turn into a serving dish and serve with sugar and top milk.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Rhubarb, with Prunes, Corn Oysters with Bacon, Toast, Coffee.	Cereal with Dates, Kippered Herring, Corn Muffins, Coffee.	Oatmeal, Eggs on Toasted Corn Muffins, Coffee.	Prunes with Slice of Lemon, Cereal, Creamed Cheese Toast, Coffee.	Cereal with Canned Loganberries, Popovers, Apple Sauce, Coffee.	Cantaloupes, Steamed Rice, Frizzled Beef, Coffee.	Baked Apple Sauce, Cereal, Jam, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Vegetable Soup, Toasted Crackers, Individual Shortcakes, Strawberry Sauce,	Cold Roast Veal, Creamed Asparagus, Oatmeal Bread, Sour Milk Gingerbread, Apple Sauce, Tea.	Mexican Tomatoes, Potato Cakes, Canned Pear and Crystallized Ginger Salad, Tea.	Baked Stuffed Potatoes, Broiled Bacon Garnish, Spinach Salad, Cantaloupe.	Creamed Tuna Fish, Tomato Jelly Salad, Nut Oatmeal Wafers.	Potato Salad, Sardines, Bread and Butter, Fruit Tarts, Tea.	Chicken Soup with Rice, Meat Loaf with Brown Gravy, Browned Potatoes, New Beets, Rhubarb Shortcake, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Roast Veal, Gravy, Mashed Potatoes, Turnip Greens with Border of New Turnips, Pineapple and Cheese Salad, Coffee.	Broiled Mackerel, Boiled Potatoes, Spring Salad, Baked Fruit Dumplings, Hard Sauce, Coffee.	Braised Beef with Garnish of Vegetables, Baked Potatoes, Spinach, Rhubarb and Banana Sponge, Coffee.	Meat Croquettes, Peas, Scalloped Potatoes, Coffee Jelly, Thin Cream, Tea Cakes.	Baked Fish, Oven Fried Potatoes, Dandelion Greens, Radishes, Caramel Custard, Coffee.	Chicken Ragout, Riced Potatoes, Buttered New Onions, Jellied Fruit Salad, Quick Cheese Straws, Coffee.	Chicken Salad Sandwiches, Spice Cakes with Corn Syrup Icing.

Beauty Questions Answered

PLEASE tell me what manicure tools I need in order to do my own nails.—SARA.

Any woman endowed with sufficient patience, common sense and adaptability can soon learn to keep her nails in excellent condition without any assistance. The only tools that are essential are four—a nail-file, curved scissors, a polisher or buffer and an orangewood stick for pushing the tender cuticles back from the nail.

MY nose is always so oily looking although I try faithfully to keep it powdered during the day. Is there anything else I could use?—FLORENCE.

I would suggest that you try dusting your nose twice a day with this powder:

Bicarbonate of soda	2 ounces
Pulverized orris root	1 ounce
Pulverized spermaceti	1 dram

Mix thoroughly and keep in a dry place.

PLEASE tell me how I can neutralize the offensive odor that comes from perspiration under the arms?—MRS. L. F.

The following, sprinkled upon the offending portions of the body, will quickly remedy the unpleasant condition due to odorous perspiration:

Subnitrate of bismuth	1 ounce
Pulverized boric acid	¼ ounce
Pulverized alum	½ ounce
Oil of eucalyptus	10 drops
Oil of rose geranium	5 drops
Oil of lemon	5 drops

I AM trying to reduce by cutting down on the amount of food, but I find this often leaves me feeling extremely faint. Do you think I am overdoing it?—W. D.

Perhaps you are. It is never wise to make too much of a radical change in your dietary at once. Try giving up some one thing only at each meal, or else make it a rule to stop just short of complete satisfaction. Here is a tonic and refreshing drink that you can take when you are eating but little: Squeeze into a large coffee cup the juice of one orange. Fill the space remaining in the cup with boiling water. Add a teaspoonful of liquid honey and the same amount of lemon juice.

HAVE you ever heard of mace as a tonic for thin hair?—MRS. V. B.

Mace cannot be used alone upon the scalp, but if the oil extracted from it is mixed with alcohol in the following proportions, it makes a most excellent tonic:

Alcohol	½ pint
Oil of mace	¼ ounce

MY skin has become rough and dry. Do you know of anything that will make it soft and smooth again?—R. S.

The Turkish women are famous for their smooth, fine skins. Here is an oil which they use frequently and which you will find an admirable remedy for a dry skin:

Rosewater	100 grams
Glycerine	60 grams
Starch	50 grams
Oil of lavender	15 grams

MY skin is constantly disfigured by pimples. What do you advise?—S. E.

If local applications of some good benzoated zinc ointment do not heal the skin why not try a simple but efficacious starch bath? Many women have assured me that it has helped them wonderfully. To an ordinary bathtub half filled with water add one pound of pure starch. Let this dissolve thoroughly in water at the temperature of 95 degrees Fahrenheit. If desired a wine glass of ammonia may be added for its whitening effect.

WHAT do you think of bathing the flesh in hot vinegar to reduce one's weight?—C. A.

It was once quite a fad at one of the best known European watering places to wrap the fatty portions of the body in white muslin or linen cloths that had been boiled in vinegar. The cloths were applied as hot as they could be endured. When cool they were replaced by others similarly treated and this was continued for twenty minutes. Some faddists advised taking this treatment three times a day, but I should not like to use it so often because of its somewhat too enervating effect.

I AM afraid I shall have to resort to "face steaming" to get rid of my wrinkles. Do you advise this?—MRS. J. D.

A good massage with cold cream every night before retiring will be far more effective than a "steam bath," which is a very unsatisfactory method for banishing wrinkles. For the short period of some elaborate dinner, a steamed face will appear plump and pretty, because of the local reaction, but in the morning you will find four wrinkles have grown where there was only one before. Excessive steaming weakens the secretory functions and takes out all the natural oil, leaving the skin dry and coarse.

Household Helps

Boiling Potatoes.

POTATOES have a much better flavor if boiled in an iron pot.

A Good Omelet.

EGGS served with asparagus in the form of an omelet will be found an appetizing dish.

A Flavor for Soups.

THE Japanese sauce or catsup made from the black soy bean is excellent for flavoring soups and gravies.

Light, Mealy Potatoes.

WHEN boiling potatoes in their "jackets" cut a small paring right around them lengthwise and when half done dash in a half cup of cold water.

Apples for Jelly.

APPLES will form the base of almost any jelly and will help to set it.

Cleaning Linoleum.

SCRUB clean with warm water and a good cleaning powder and then wipe over with a cloth wrung out of a little skim milk.

Cooking Tripe.

TRIPE is at its best when broiled or fried. For frying put it in cornmeal and let cook in a little hot fat, first on one side and then on the other, until lightly browned. When broiled, spread with a little butter and fine-chopped parsley.

The New Silk Wraps

Fashion has given us a new garment for Summer—the silk wrap. It has indeed been many seasons since we have heard the rustle of silk over Milady's gowns and women are glad to wear these smart cloaks, if one is to judge by the number of them seen on Fifth Avenue. Most successful were the capes and dolmans of the Winter season, for women were quick to realise the advantages of these semi-formal wraps, and there is no doubt but that these new silk wraps will also pass fashion's board of censorship.

For sixteen there is a wrap that loses none of its juvenile charm although it is cut from black satin. It is made on a deep shoulder yoke, and is set on by a delightfully pert frill that stands up in the air quite defiant. The lower part is a straight section shirred rather closely, and falls to the bottom of the skirt, concealing yet revealing the frok worn beneath. It is collared with a demure roll collar, Quaker style, and tied with long ribbon streamers, fringe-edged. Rose taffeta was responsible for the lovely lining, and the cape could be reversed for evening wear if desired.

For twenty-five, navy blue block silk, combined with French blue satin form one of the daintiest dolmans imaginable. This wrap is big and loose and cut with sleeves and body in one. It is draped rather full about the hips, but narrows down to almost a yard and a quarter at the ankles. There is a becomingly high collar at the throat that can be opened on warm days.

Tete de negre silk tricolette makes another stunning cloak for Spring. When it turns its back to the world it is a cape, but the front appearance gives one the impression of a sport coat. There is a circular cape of the tricolette that reclines gracefully on the shoulders and falls in folds to the heels. A straight vest, broad enough to cover the front of the figure, is buttoned and belted, and cut off above the knees. Slits are left for the arms to pass through, and these are formed on the seam, joining the "coat" to the "cape." Burnt orange satin was chosen for the daring lining and was a fetching combination with tete de negre.

For the older woman there are any number of smart but dignified wraps and real old ladies can indulge their fancy for the silks and fringe and tassels that made grandmother a belle in her day. Sometimes, the entire bottom of a cape is bordered with knotted fringe and sometimes it is used to beautify the ends of silk tie-string. Although black block satin and navy blue are more favored by the matrons who know, we see many wraps of deep purple, wine, brown, bottle green, garnet and steel gray. Cloaks of these colors do equally as well over evening gowns as in the afternoon.

Bits Of Black Satin

By Rita Stuyvesant

Never before were bits of black satin utilised so prettily as this season. One exclusive shop on the avenue is showing how the ingenious designer has created lovely pillows, odd Chinese scarfs that breathe of the Orient, interesting matinees and numerous other things from odds and ends of black satin and gay-colored worsted. To give that delightfully foreign touch to your living room or boudoir or perhaps to grace the fancy table at your charity bazaar, you can easily make some of these fascinating bits of finery.

A long banana-shaped table runner of black satin was one of the most interesting novelties I have discovered in a long time. Cut double, it was stitched and turned inside out and pressed. The edge of the runner was outlined with crude over-casting about a quarter of an inch apart and was worked in Chinese blue wool. A chubby tassel of the wool was suspended from either end and there were queer bulbs and lilies in jade, amber, blue and violet strewn over the surface. This runner is unusually simple to make and lends a charming note to a dull room.

Any chaise-longue or divan would revel in a round pillow of black brightened with fanciful figures. One pillow of this kind recently displayed was of black satin with orange, green and scarlet peacocks cut from cretonne and appliqued with fine button-hole stitch. Silk was favored for the stitching. Any bits of cretonne will supply enough figures for a pillow and various designs can be introduced to good advantage.

To place under a vase of peach blossoms there is a small melon-shaped doilie of black made gay by tiny colored flowers and soft fringe. Salmon pink and French blue was the color scheme, and small daisies were the chosen flowers. The doilie was lined with self material, turned inside out and pressed. Wool fringe about an inch deep edged the doilie and was a charming addition to this simple piece.

Short, mandarin coats that may be worn over milady's pajamas are also made of black satin and the odds and ends of wool from the knitting bag. Or, one might use rope silk in the pastel tints for decoration. These delightful little coats are very simple to cut with sleeves and body in one. Of course the neck is collarless in true Chinese style, and sometimes the embroidered trimming forms a mad riot of coloring that is both bizarre and artistic. Brilliant red poppies and nasturtiums are interesting and one chooses this type of flower rather than the dainty rose or sweet pea for the Oriental lounging jacket.

GERMANY IS NOW READY TO ENTER WORLD MARKET

Alien Property Custodian Says Industrial Germany Waged War And Forced Peace

New York, April 25.—Francis P. Garvan, Alien Property Custodian, in an address at the annual dinner of the National Cotton Manufacturers' Association in the Biltmore Hotel last night, said that "industrial Germany waged the war, was the first to see defeat and forced the military peace in order that, with her industrial equipment intact, she might continue the same war by intensified and concentrated economic measures."

Mr. Garvan asserted that German ambitions were the same in peace as in war and that she intends to carry on her economic warfare by "state aid cartel combinations, dumping, full line forcing, bribery, theft of patents, or inventions, espionage and propaganda."

"It was Germany's chemical supremacy," continued the speaker, "that gave her confidence in her avaricious dream of world empire; that enabled her to wage four years of pitiless war and upon which she relies to continue this war, and for this supremacy she pays homage to her dye industry and counts upon that industry to maintain it."

He explained that the dye industry in Germany is now under one monster "cartel," the I. G. Company, capitalised at hundreds of millions dollars and taken under state aid and protection in the German scheme to reassert their dye monopoly of the world.

"Listen! April 25, 1915, Boy-Ed of ill-smelling fame, writes to Albert: 'Very Honorable Privy Counsellor: Today's World prints the enclosed short article on the alleged erection of dye factories in New Jersey by Germans. In case you are not able to take any steps to prevent an undertaking of this kind, I am requesting you to indicate to whose attention I could call the matter. With greetings, etc.' Signed, Boy-Ed.

"Albert answers, April 28, 1915: 'Very Honorable Captain: With regard to dyes I got into touch with local experts in order to determine what truth there is in the news. According to my knowledge of things, the matter is a fake inasmuch as our factories have bound themselves orally and by word of honor to do nothing in the present situation which might help the United States.'

"That day your independence was born, as was your industry, and it has grown until today G. $450,000,000 is enlisted in the cause and we stand unafraid in the face of any threat. But of even greater importance than the dye industry in commercial life is its absolute necessity in modern warfare. Eighty percent of Germany's explosives and all her poisoned gases were manufactured by her dye factories."

Mr. Garvan claimed that Germany, through the Bosch Magneto Company, the Elsemann Magneto Company and the Boonton Rubber Company, "had a practical monopoly of the ignition systems in America, and through this combination the files of the central office in Berlin were kept up to date with all plans for improvements in military trucks, gasoline boats and aeroplanes."

From what he said was the report of Manager Otto Heins of the Bosch Magneto Company in this country to Dr. Albert, Mr. Garvan read as follows:

"'In connection with the obstruction policy upon which we agreed in matters concerning deliveries of products, especially the special magneto apparatus, we have freely supplied the Allies with ordinary apparatus but in accordance with our agreement, we have entered into apparent negotiations with them, creating the impression that they would receive also the special apparatus.

"'Our policy lulled them into certainty that they would receive the special apparatus and only now, fifteen months after war began, have they realised our duplicity.'"

"Be on your guard today," said Mr. Garvan. "You will soon find the same gang returning here, decrying our dyes, selling, apparently, Swiss or unmarked dyes, telling tales of German distress, and serving, as ever, their fatherland."

NEW COLLAR FABRICS

There was a time, long years ago, when we used to wear high, stiffened collars of velvet and satin and silk. We considered those fabrics—velvet and satin and silk—quite the fabrics for collars in those days.

Then when collarless frocks came in we wore collars of white wash fabrics, organdy and muslin of various sorts. For, of course, though our frocks were collarless they had collars just the same. That is, there were turned back and rolled over collars, even more important than the high ones that hugged and marred our necks used to be. So we ran along for years with collars and other sorts of neckwear of organdie and net and lace.

Then, again, satin came into being as a neckwear fabric in first favor. And colored muslins of various sorts were also used.

And now there are even some other unusual materials in vogue for collars.

One is scrim, of a heavy, coarse weave, embroidered, which is used on some of the frocks of serge and satin.

Chinese silk—that is to say silk or satin much embroidered in the Chinese fashion—is another fabric now used for collars on serge frocks. Needless to say, this doesn't mean that if you happen to have a bit of such silk on hand you can simply pin it deftly around the neck of your new blue serge frock and think you have a collar of the most up to date sort. No; but your dressmaker can use a bit of this silk for such a purpose by cutting it properly. And very probably she will reiterate the same colors in some embroidery or other part of the frock.

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It Pays!

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REWARD

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ANY PERSON WHO
CAN PROVE THAT

LIFEBUOY
Royal Disinfectant
SOAP

CONTAINS ANY FORM
OF ADULTERATION
WHATSOEVER, OR ANY
INJURIOUS CHEMICALS

MORE THAN SOAP
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COSTS NO MORE

The mild carbolic odour you note in LIFEBUOY ROYAL DISINFECTANT SOAP is the sign of its splendid protective qualities.

LIFEBUOY cleans and disinfects at the same time.

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Free use of LIFEBUOY ROYAL DISINFECTANT SOAP during the Summer months is a sure preventative.

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SOAPMAKERS TO H.M. THE KING

Port Sunlight, ENGLAND.

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 1, 1919

Queries And Answers

Hard To Start

Query.—I am having a little trouble with my Ford car. The trouble is that it is hard to start even in warm weather. The mechanics tell me that I need new coils, but I don't think this is the reason, as it has good power after it gets going. I have found that by jacking up the back wheels it starts a little easier. Please let me know what you think the trouble is at the soonest possible date.

H. R.

1. The probabilities are the mechanics are right, and you are getting a weak spark which would operate the car all right after the engine is going, but which makes it difficult to start.

Battery Discharged

Query.—I have a 1918 six-cylinder Buick with Delco starting, lighting and ignition. The starter will not work. The horn wouldn't blow, but the lights work a while and then stop. I finally got it started by towing it about and after getting it running the horn would blow and the lights burn, also the ammeter showed from eight to ten amperes charging rate, which I took to mean the generator was working O. K. After running the engine about fifteen minutes I stopped it and turned on the lights, they burned all right and the horn blew, but rather weak. I tried the motor, but it would not work. I turned on the lights again, but they would not light nor would the horn blow. Tried to start the engine by cranking, but could not do so, then I took four dry cells and wired them to the storage battery, gave the engine a turn with the crank and it started readily. After I turned the engine off I could not get it to start again.

E. M.

1. Your storage battery is completely discharged either due to short circuit on the line or on one of the auxiliary circuits. You should have this attended to immediately before your battery is completely destroyed.

Use Shellac

Query.—I have an L-head type engine and would like to know what to put on the spark plug caps to keep them air-tight. Have experienced quite a lot of trouble in not being able to take these caps off when they have been on for six months or more. Have never been able to hold compression, due to leaks around them. If you would help me along this line it would be greatly appreciated.

G. G. M.

1. If you will coat the treads with shellac it certainly should hold air-tight. If this does not work there are a number of gasket compounds for sale which work much better even than shellac, and these can be secured at any large supply house. By spark plug caps we are assuming that you mean the caps over the valve ports into which the spark plugs and priming cups are screwed.

Cleaning Out Carbon

Query.—What is the best way to clean the carbon from my cylinders?

C. M.

1. If you have a detachable head engine, the best way is to remove the head, being careful not to damage the gasket—and to scrape out the carbon. If you have not a detachable head engine, the best way is to either have it burned out by the oxygen process, or use one of the well-known decarbonising compounds. Scraping is very difficult with an engine which has not a removable head.

Asks Engine Questions

Query.—I have a 1916 Overland and when I run my engine and leave the throttle in any position, particularly when the engine is going slowly, the engine will start to gain and run faster and then slow up.

2. I have a knock in the third or fourth cylinder. Is this caused by loose bearings or wristpin and, if so, what should I do?

3. When I run my car with the crankcase one-half full of oil or fill it it seems to smoke. What can I do for it?

4. When I open up my muffler to leave the exhaust out it seems to make an awful smoke in the muffler. Are the baffle plates loose or what would be the best way to look after the trouble?

5. When I got the car the clutch made an awful noise. In going underneath I found that the party who had the car had put rags around the shaft next to the clutch. In taking off and running the car it made more noise. If I reline the clutch do you think the noise would stop?

G. H. W.

1. This happens with nearly all cars due to the variation in gas distribution. Sometimes the vibration also moves the throttle lever causing the engine to run slower or faster. Generally it causes the engine to run slower on account of the spring action which tends to put the throttle back to closed position.

2. Your knock may be due to the causes you mention. If it is it will be necessary to take up on the bearing either by removing the shims from the lower rod bearings or if they are very badly worn to refit the bearings.

3. If the smoking is very bad it will be necessary to replace the piston rings.

4. From what you stated it is evident that the plates in the muffler are loose. These can be tightened by tightening the nuts on each side of the muffler end plate.

5. We cannot understand your question on the noisy clutch, but it is evident that something is broken here and this should be taken down and examined.

Overhauling 1915 Buick

Query.—I am overhauling my 1915 Buick, C-25 model. I find one cylinder scored. It it enough to have this one cylinder rebored or must I have another one rebored also?

K. W.

It is not necessary to rebore all the cylinders unless a considerable cut is taken off the one which is scored. As a rule, however, where one cylinder is scored others are very apt to be scored also, and it is worth while going to the extra expense of having the entire cylinder block rebored.

Oil Consumption High

Query.—I have a 1913 Model 31 Buick, which uses a pint of oil to every eleven miles. The motor has just been overhauled, new piston rings put in, but the consumption of oil remains the same. The base is tight, and I cut down on the oil pump. Can you advise how to overcome this? How can I tell the amount of oil in the base if there is no oil level gauge? How could I install an indicator? Please advise how to adjust a model R. Schebler carburetor.

J. T. B.

Answer.—It is very possible that you are using too light a grade of oil. Try one grave heavier and see what the results are, and if it is no better write me again. It is generally necessary on an old engine to use a heavier grade of oil than on a new one, and this may be the reason for your high consumption.

You can install a plug gauge which can be pulled out, showing depth at which it has been submerged. You can look at the gauge on the Hupmobile (Model N) cars and see how this is made and then make one quite similar to it. This is quite satisfactory and not difficult to install.

The adjustments on the Model R carburetor are very simple. It is only necessary to close the needle valve and then bank it off one turn, after which the engine is started. As soon as it idles regularly it is speeded up and the adjustments on the rear valve are made to take care of high speed.

THE POPULAR CAR TYPE

In New York State 63 Percent Are Under 25 Horse-Power

New York, April 20.—Figures just compiled by Secretary of State Francis M. Hugo show that 63 percent of the passengers cars in the State are Fords, Maxwells, Dodges, Chevrolets, and other under twenty-five horse-power. There are a trifle over 30 percent of from twenty-five to thirty-five horse-power, and only 6 percent running from thirty-five to fifty horse-power. Less than 1 percent are of fifty horse-power or more.

Central and Western New York, comprising what is termed the Buffalo automobile zone of twenty-two countries, has the bulk of the lower-priced cars, but when it comes to higher-powered and higher-priced cars, the metropolitan district overshadows the rest of the State. In cars of from fifty horse-power and upward, New York last year had 466, as compared to 59 in the Buffalo district and 99 in the Albany zone.

In the New York City district the 1918 registration showed 73,542 cars under twenty-five horse-power, 51,599 between twenty-five and thirty-five horse-power, 16,304 between thirty-five and fifty horse-power, and 466 over fifty horse-power, a total registration of 141,911 passenger automobiles.

Practical Paragraphs

Battery Lifter

An admirable lifter for use in raising the battery out of the car may be made by having what are known as harness snaps riveted on the ends of a leather strap, perhaps an inch wide and a little longer than the battery. When this is snapped into place it makes a convenient handle for juggling the battery around.

Protect The Fuel Line

If often happens that the fuel line rests against some more or less sharp edge of the chassis. The vibration inevitable when the car is in motion causes a slight rubbing, which in time wears the piping through and a leak results. A break of this kind may be repaired by wrapping the pipe with soft wire for a couple of inches on each side of the leak and then tinning the whole over with solder. This not only cures the leak, but prevents further chafing.

Conserving Chains

It is a very good plan to shift the cross links of the tire chains from time to time. That is move them so that they do not depend on the same link of the main chain all the time. The wear and tear on the tire chain centers at the links to which the cross chains are attached, and for this reason moving these latter from time to time spreads the wear.

When You Skid

Throw out the clutch and turn the front wheels in the same direction in which the car is skidding, while at the same time the driving wheels should be slowed down just as quickly as possible. Never make that often fatal mistake of jamming on the brakes as soon as the skid begins to be felt.

Short Circuit At Gap

Short circuiting at the spark gap is sometimes caused by small metallic beads, formed by the intense heat of the spark. These beads form a bridge between the electrodes across which the current passes. This trouble, fortunately, is easily discovered and cured simply by removing the beads.

Rims And Tires

If the car owner, after being out in bad weather, will take the trouble to wipe the tires and rims clean with a sponge and then wipe them dry, especially along the beads, he will do much to prevent the formation of rust.

Home Made Vaporiser

Wire cloth of the kind used in mill strainers may be used to make a very effective vaporiser by placing a section of it on both sides of the gasket between the carburetor and the intake manifold. This serves break up the fuel into finer particles, an operation that assists vaporisation.

CLEANING TERMINALS

A strong solution of washing soda is the best agent for cleaning battery terminals that have become corroded. After drying the terminals should be coated with vaseline.

Heed War Lessons

As war gardening taught many citizens the joy of "getting back to the soil," so war necessity taught automobile owners the delights of being a "handy man about the car." Just as spading, hoeing, and weeding no longer are terrors to thousands, so oiling and "taking up" loose nuts ought to be an unquestioned part of the car owner's spare-hour work.

The car owner can shift at least a part of an ever-increasing burden from the harassed automobile repairman to himself. If the owner can bring himself to a realisation of the useless waste of labor on non-essential repairs, he will have cleared the floor of the service station for unavoidable jobs. These are the essential jobs and the repairman unquestionably owes his time to these first.

The day has passed when the owner can rightfully allow himself to use a mechanic all the way from a half day to sixteen hours in order to satisfy a repair whim. A car on the road is doing work, but a car in the repair shop is throwing the transportation of from one to five people on an overburdened transportation system. Unavoidable repairs can be hastened by the elimination of non-essential jobs.

In reality the modern car is usually simple from the maintenance point of view. If the owner will but read the instruction book which he received with the car, or can secure gratis from the manufacturer, he can become thoroughly acquainted with his friend the motor. Much unsuspected romance will be uncovered, and romance is always pleasant and satisfying. Gardening was a patriotic obligation, and with those who carried the obligation it quickly became romance. Personal car maintenance need be no less fascinating.

The War Economics Board made urgent request to reduce repair service wherever possible. This was reasonable, because first-class mechanics responded freely to the call of government needs in airplane and Allied industries, where their services were of direct benefit to the country at war.

The owner has nothing to fear, because the "home auto maintenance" problem is characterised by simplicity. As the great fundamental in gardening is to keep the ground cultivated, so in auto maintenance the great essential is to keep the parts lubricated. Systematic attention to this will go a long way—more than a season or two probably—toward avoiding petty and non-essential jobs.

The tool kit will, upon closer acquaintance, reveal unexplored recesses. The purchase of additional simple and inexpensive equipment will fire the same enthusiasm experienced in the acquisition of garden tools. The repairman will gladly give advice on such purchases. He, more than the owner, realises what "home garage" repairs mean to him in the elimination of small jobs that really seriously impair his broader usefulness these days.

SOLDIERS STUDY MOTORING

Y. M. C. A. School Training Them To Become Mechanics And Operators

A number of recently discharged soldiers are being trained by the West Side Y. M. C. A. of New York, in its automobile department to be skilled motor mechanics and machine tool operators. The instruction includes driving and repairing the car, mechanical work to qualify as garage and service station helpers, and other features destined to equip the men, many of whom were wounded in the war, to find permanent employment.

The United States Government pays for the instruction of the discharged soldiers from the reconstruction funds administered by the Federal Board for Vocational Education. The Y. M. C. A. school gave instruction to 2,500 students last year.

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The Most Beautiful Car in America

The Six-Cylinder Motor is conceded to be the ideal type for high-grade motor cars. It is much more efficient than the best of fours and less complicated than eight and twelve-cylinder power plants.

For these reasons we build Six-Cylinder Cars exclusively—and build them as they should be built.

Make no mistake—you need the smooth, even power and remarkable flexibility of a Six. But buy a good one. A very simple investigation will convince you that there is nothing better in Six-Cylinder Engineering than the Paige.

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SPHINX AKELA. (With acknowledgments to Mr. Kipling)

Akela—lone wolf—wisest of all the Seeones—fleetest of the jungle cries / to the Pack from the rock of the council. The fire carriages of the Man Pack are in our secret places—neither nullah nor river may stay them, because of this thing they fit called Sphinx. Fear it O people of the Seeones for the Sphinx is very strong.

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An illustrated catalogue of Sphinx Plugs suitable for all types of motor engines can be obtained on application to the offices of this journal.

Lorry tyres

A 13-ton girder for the world's largest telescope being carried by Firestone tyres on a lorry to the top of Mt. Wilson, California, a nine-mile climb with a one-mile rise.

Conditions: frightful grades; narrow, twisting, rocky trails bordering 2000-foot chasms. Gross weight of lorry and girder 16½ tons.

No skids or slides, perfect traction, and tyres still good for full mileage! The tyres that stand up under such gigantic strain prove the "good measure" value which *your* conditions demand. Consult us regarding your delivery problems.

CENTRAL GARAGE

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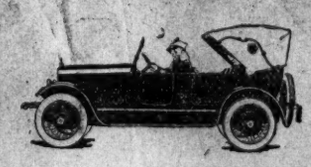

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We are pleased to announce that only two King cars are available for demonstration, as the balance of the recent shipment was disposed of a few days after its arrival. What's the big reason? Well—these cars are the exact model of those that were shown at the New York Automobile Show this year, and which created a furore.

KING FOUR-PASSENGER FOURSOME WITH VICTORIA TOP: This model has all the grace, strength and beauty that go into the making of a high-class car. Remember the King is the world's greatest and largest distributed eight-cylinder car, save one.

KING THREE PASSENGER ROADSTER: A unique car—a model that cannot fail to please.

These models, all equipped with five wire wheels and two extra oversized tyres, are yours to explore these joyous summer days.

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King Representatives for China and Japan.

New York's Motor Cars Must Pay Higher Fees

Bill Practically Doubling Present License Tax Likely To Be Adopted, Despite Opposition

New York, April 13.—Notwithstanding the opposition expressed at the hearing in Albany last week on the Hewitt Bill before the Legislature to increase automobile license fees, the general impression among the motorists from this city who attended the hearing is that the bill will be passed and signed by the Governor. It is a case of the State needing the money, as one protesting member expressed it, and the motor car owners have been selected as those who can afford to pay up something toward relieving the deficit.

Owners who have not paid much attention to the requirements of the new license fee bill may be interested to know that under its provisions the new fee will be at the rate of 25 cents per horse-power of the car, and, in addition, a 40-cent tax for each $100 of its listed price during the first three years. After three years' use the authors of the bill admit a certain depreciation in value and this additional tax is reduced to 20 cents for each $100 of its original price until the car is five years old, and after attaining the latter age, the fee drops to 10 cents for each $100 of the first sales price.

Figured roughly, the provisions of the bill will practically double the license fees which New York motor-car owners will be obliged to pay at the expiration of their present licenses. The existing fees are $5 for cars of 25 horse-power or less, $10 for 25 to 35 horse-power, $15 for 35 to 50 horse-power, and $25 for anything over 50 horse-power.

Some comparisons showing how the new bill will work may be interesting. Take the Dodge Brothers' car, listed at 24 horse-power in the National Automobile Chamber of Commerce Handbook of automobiles for 1919. Under the Hewitt Bill its tax at 25 cents per horse-power will be $6. The listed factory price for the roadster, the cheapest model, is $1,085. Forty cents per each $100 makes $4.34, which, added to the $6, makes the total fee $10.34 instead of $5, the present rate.

The Buick car, rated at 27 horse-power, now pays $10. Under the new bill its horse-power tax amounts to $6.75. The listed factory price for the touring type is $1,495, which at 40 cents per $100 figures out at $6, making the total fee $12.75, only slightly higher than the existing rate. The Franklin car, however, with a rating just over 25 horse-power, is higher priced, being listed at $2,450 for the four-passenger roadster. Its horse-power tax would be $6.25, with $9.80 added as the valuation tax, a total of $16.05 as against the present $10.

The more costly the car the higher, naturally, will be its taxable fee for license, as seen in a most reasonably priced Packard car at $4,800. It is forty-three horse-power, which at the 25-cent rate amounts to $10.75. The valuation rate is $19.39, or a total of $29.95, as against the present flat fee of $15.

The provisions of the bill apply only to passenger cars. No change is made in the license rate of motor trucks. An amendment to the original draft provides that 75 percent of the money collected shall go to the State and 25 percent to the counties, instead of being equally divided, as proposed at first.

All of the money collected under the provisions of the bill for the State will be applied directly for road improvement, this charge evidently being made to give the motorists some return for their money. The county money will also be utilised for road improvement. It is expected that the bill will provide an increase of between $2,000,000 and $3,000,000 for road use and if it is wisely spent the motor users as well as the community at large will reap the benefit of better constructed and well improved roads.

Changed Tire Sizes Alter Meter Record

On the Cadillac is a small brass plate on the right front wheel spindle which receives the speedometer shaft. This plate indicates the size tire for which the speedometer gears are designed in order to assure accurate reading.

The tag is there in order to guide the owner in case he should care to change the size of the tires on the front wheels. Few people, perhaps, take into consideration that an inch more or less in the size of a tire will cause a variation in the speed and mileage registered by the speedometer. Few people realise that a 35-inch cord tire and a 35-inch fabric tire have not the same actual diameter. If this tag should read "35-inch cord tire" it means that when the tire equipment on the front wheels is renewed it should again be 35-inch cord tires.

If, however, the owner wishes to use a 35-inch fabric tire the gears in the speedometer should be changed, or the dial on the dash will show figures which are not true.

TWO TIRE MISTAKES

A mistake often made by car owners is to continue using rims that have been badly dented or even slightly bent. This causes rim cutting, which means the end of the casing's usefulness. Another error is to neglect to keep the valve stem and stay bolts tight. When this is not done water will get into the casing on wet roads or even when the car is washed.

TO CUT BATTERY SEPARATORS

It is possible to cut the little wooden separators used in the storage battery by means of one of the trimming boards that almost any office has. This board comprises a knife with a handle, the forward end of knife being riveted to the board, so that it can be lifted and lowered. Absolute accuracy can be achieved in cutting the thin slivers of board with this device.

Russian Airplane To Be Made In U.S.

New York, April 20.—Igor Sikorsky, the most prominent Russian in aviation matters, arrived in New York a few days ago. Of particular interest to those associated more or less directly with the commercial possibilities of air flying here is the announcement that the Russian airplane designer is preparing to enter the industry in America. He bears letters of introduction from the French Government and Major Gen. Mason Patrick, chief of American air operations in France.

Associated with him in his plans is Alexander Pavlovsky, a former member of the Imperial Russian Flying Corps, who since the downfall of the Tsar has been an inspector of airplanes for the United States Government. For the present Mr. Sikorsky and his associate are making their headquarters at the Hotel Ansonia.

The Sikorsky 28, the design which the Russian engineer expects to place on the market, is an adaptation of the battleplane which was used extensively in heavy bombing during the war. It is intended primarily for passenger traffic, but with slight modifications can be used for freight carrying. The plane has a wing span of approximately 115 feet, and a length of about 87 feet. It is equipped with four engines of 400 horse-power each, capable of maintaining an average speed of ninety miles per hour.

The model is designed to carry thirty-two passengers exclusive of the crew of six. The passengers sit in an enclosed body somewhat resembling a Pullman car. Observation windows and a glass floor, permitting the passengers to watch the country underneath them go by, are features of the craft. Provision is also made for a kitchen, a luggage room, a mail compartment, and a lavatory. The airship will be lighted by electricity and heated by the exhaust gases from the engines, according to the inventor. In March, 1914, he constructed an airplane which successfully carried sixteen passengers.

The late Tsar of Russia became interested in the inventor as a result of this feat and on several occasions inspected the Sikorsky plane. One of the inventor's choicest possessions is a gold watch studded with diamonds which the Tsar presented to him in recognition of his attainments in aeronautics. While Russia was in the war Mr. Sikorsky constructed seventy-five battle planes, which, as confirmed by official documents, took part in more than four hundred bombing expeditions with only one less.

In the Spring of 1918 Mr. Sikorsky was compelled to flee from Russia and he went to France, where he offered his airplanes and his inventions to the French Government. His offer was accepted and he set to work to develop a type which was practically the same as the present Sikorsky 28.

"My airplanes as a commercial possibility have already been established," said Mr. Sikorsky. "My decision to manufacture my planes in the United States was the result of a belief that this country offers a great future for aviation. Your business men have shown interest in my airplanes and I received many letters of inquiry before I came here.

"I am, of course, interested in the opening up of air routes throughout the country. I expect to place on the market a passenger-carrying plane that should appeal to companies formed for aerial transportation. The Sikorsky 28 is designed for safety as well as comfort. Although there are two engines on either side of the pilot, the craft can be flown with only two engines working on the same side. Another feature is the promenade deck on the lower wings of the craft for the use of the more adventurous pasengers. This has been a feature of several planes I constructed in Russia."

In discussing the feasibility of using his type of machine on a New York-Chicago aerial line, Mr. Sikorsky said that an airplane similar to the "28" had flown a distance of 1,500 miles without difficulty. He admitted that he had discussed a number of aerial routes with American promoters.

Industrial Value Of Motor Trucks

These Vehicles Have Helped Increase Production, Says Chevrolet Writer

"To manufacturers, the motor truck is today as important a unit of their production facilities as the very machines which make their goods," says a recent issue of the Chevrolet News Bulletin. "Its use has wrought changes in every department of their business which has done much to increase their production capacities and to lower their overhead expenses.

"At the time the manufacturer was wholly dependent upon horses and teams for transportation purposes, he had either to hire them at a cost per day which represented a good sized margin of profit for the owner, or to maintain stables of his own. The latter course called for an extensive outlay in buildings and yards. It meant the employment of stable men, hostlers and a driver, and in many cases a helper, for each team. It necessitated a large amount of floor space for horses, wagons, repair and paint shops, a blacksmith shop as well as lofts for hay and grain.

"For all this investment the manufacturer had the use of slow moving horse drawn vehicles whose actual capacity for service was limited to the physical endurance of the horse. And the horse, being an animal and not a machine, can be subjected to only a few hours of hard labor daily if he is to remain fit for continuous work.

"When the manufacturer displaced the equipment with this accompanying paraphernalia for motor trucks, he was enabled for the first time to get the transportation end of his business down to an efficient working basis where haulage costs per mile could be determined accurately. In doing so he found that on an average, one motor truck would do the work of from three to four wagons—and do it quicker. In this way alone it affected a tangible saving at the start, represented by the cost of the extra drivers, the horses and wagons, as well as the facilities necessary for their maintenance.

"The manufacturer also found that he could house and care for a fleet of motor trucks in less than half the space and with far less labor than for the same number of wagons of relative tonage. Their capacity for work is unlimited. There is no limit to what they can do or where they can go."

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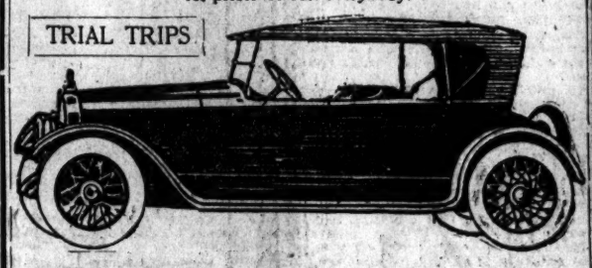

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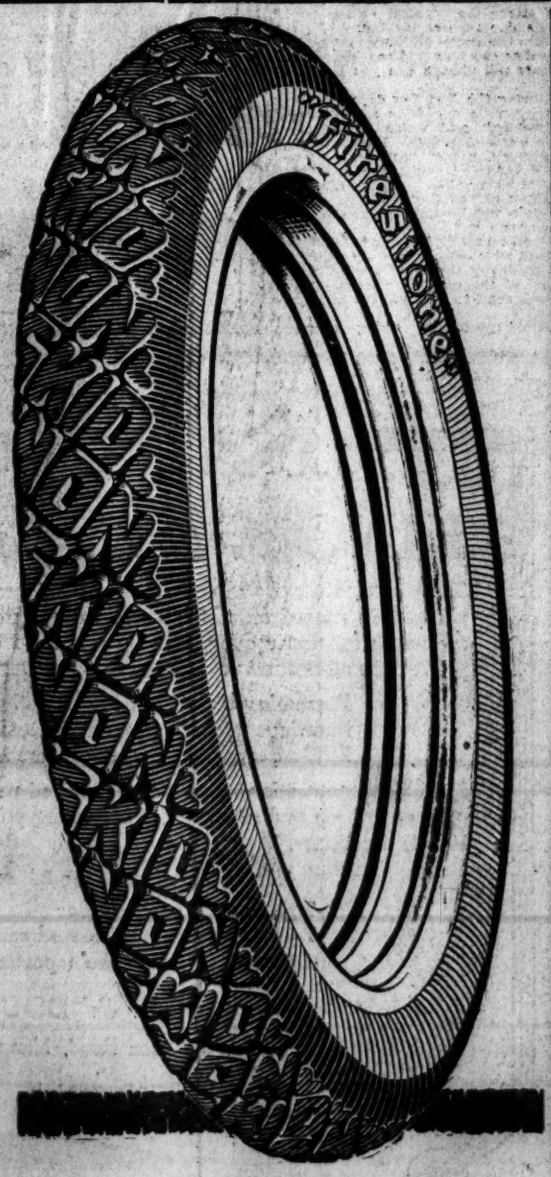

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Don't Tinker; Don't Neglect; Then Your Car Will Go Right

Details Must Always Be Covered, Because Only By Unremitting Attention Can Indications Of Trouble Be Avoided; Sound Advice To Owners

In order that you may get the maximum of enjoyment and comfort out of your car you must be as considerate and thoughtful about it as you would of a fine horse that is as fine and costly as your car.

Therefore:

Do not race the motor unnecessarily.

Be warned by every abnormal noise; if a squeak locate it and lubricate the part. If it is some other noise locate the loose parts that cause it and tighten the bolts.

Don't tinker. Half the ability to make an adjustment or repairs is the ability to discover its necessity.

Some motorists are said to have "luck" with their cars. There never seems to be any trouble, everything is trim and neat, the motor always starts when wanted and runs as long as it is needed without any of the exasperating breakdowns on the road with which the unfortunate one thinks himself cursed through the carelessness of the manufacturer. With all adjustments carefully made when needed, every bearing and working part well lubricated, the whole car will work very sweetly and will continue to do so with only a very small fraction of the attention that would be absolutely necessary for the care of a horse.

By neglecting details you will save yourself some time and inconvenience in getting on your way; but the day of reckoning is sure to come. What you have saved will be spent in expensive roadside repairs.

Never drive your car at high speed over any road, much less a rough or slippery one. The slight gain in time saved will not offset the liability of an accident nor the pounding and racking to which the car is subjected. Usually the time saved is unimportant when figured in dollars and cents. The resulting repair bills, which in time are sure to follow, are never unimportant.

It has been demonstrated that the motorist who drives his car at average speeds of from twenty-five to thirty-five miles per hour over all sorts of roads pays much more per mile for gasoline, oil and tires than the one who is more conservative and averages from eighteen to twenty miles per hour.

In addition a car which is driven at high speeds all the time is in the repair shop at frequent intervals, which adds to the cost mile of operation.

It is not the question of how many miles are covered in a given time that counts but the number of miles of useful travel that can be obtained at the least cost for fuel oil, tires and repairs.

In times of emergency, when to stop suddenly is absolutely necessary, remember the speed at which you are traveling combined with the road surface may spell safety or disaster for you, the occupants and your car. One cannot always observe closely road surfaces when traveling at high speed; the necessity of watching the road far ahead prevents. So avoid excessive speed is a rule to be observed.

Observe the "rules of the road." Have due respect for those who are using the same highway, remembering that courtesy and consideration to others will always win you the same return.

During the first few days after you receive your car drive slowly; avoid "speeding," and watch carefully for any unusual noises. Every bearing and working part has been "set up" tight before leaving the factory to insure long life, consequently the liability of "heating" will be greater than it will be later when the parts have "run in."

The best method of using the brakes is that which applies pressure on them so gradually that the forward movement of the car and rotation of the wheels come to a stop at the same moment.

Avoid spectacular stops; they are not only unnecessary but indicate a desire to "show off," which is so disgusting to the average motorist. There may also come a time when, through constant "showing off," the brakes will fail. The inevitable result will be a bad smashup, with its consequent danger to others.

The careful driver shuts his power off before he reaches the stopping point, and permits the car to carry him along on its momentum, bringing it, with a gradual application of the brakes, to a halt at the exact spot where it is desired to stop.—From *Chevrolet Review*.

SWEEP GLASS FROM ROADS

The Automobile Club of Wilkes-Barre, Pennsylvania, has requested its members to carry a small brush or broom as part of the regular motor equipment, and pledge themselves to stop their cars and sweep from the highway any glass or harmful substance encountered.

At a recent meeting of the club the members committed themselves to the glass-removing program. Each member of the club will keep a careful record as to the number of times he has to stop to remove glass, and will also try to form a judgement as to how the glass came to be on the road. Other American motor clubs are expected to follow their example, and enroll their members as "knights of the broom."

Rubber As Tires Does Not Come To Far East

"Although three-fourths of the rubber imported to America comes from the Far East—the Indo-Malay countries—only a very small fraction of it finds its way back to the Orient in the shape of pneumatic tires for vehicles," says the B. F. Goodrich Rubber Company.

There are only five or six thousand automobiles in China and Japan. Although the first autos appeared in China in 1901, there are less than 3,000 in the whole republic today, the reason being the impossible roads. At the present time most of the auto tires used in China are standard American makes.

In the Hawaiian Islands there are more autos than in China and Japan combined, and sales are increasing rapidly on account of the phenomenal prosperity the islands have been enjoying for the last several years.

CARBURETOR VIBRATION

In fitting a new carburetor be sure that there is no looseness to cause vibration, because if there is a broken flange will be the inevitable result. If vibration is present a small iron bracket should be installed from a nut on the engine frame to the instrument to steady it, also taking the strain off the intake pipe.

HINT FROM THE RAILWAY

The locomotive engineer frequently uses his hand to determine lubrication failure, and this is a hint that the car owner can put to good use. Failure of lubrication permits excessive friction and friction generates heat. Any part which is discovered to be too hot to the hand held near it is probably suffering from faulty lubrication.

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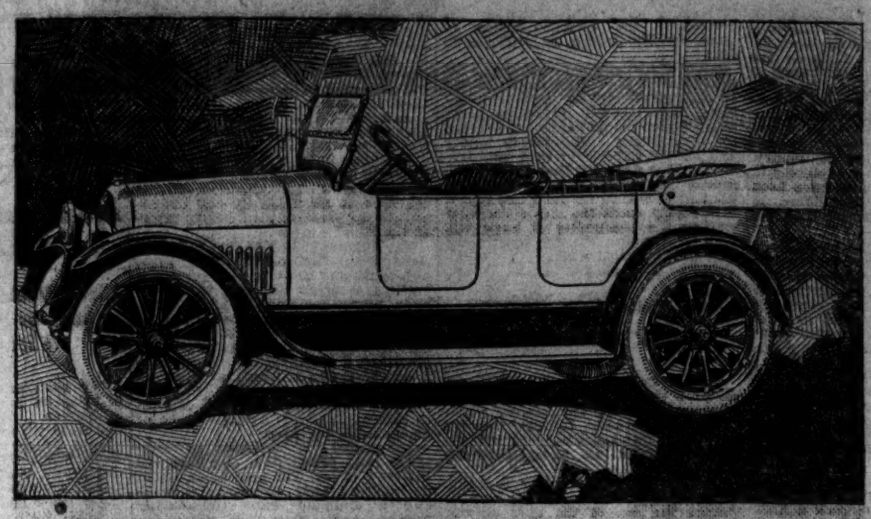

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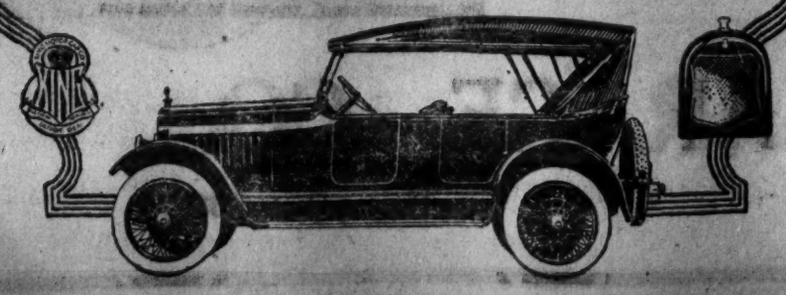

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Trend In Engine Design Is Now Toward Economy

Find In States That Oversized Motors And Oversized Cars Are No Longer Popular

By Merle Shepard

It is prediction that is based on what is right in engineering design that the car of the future is going to be a car that incorporates the fundamentals of economy as well as other essentials in its design. The habit of economy is growing in the United States, and it is one of the few blessings which can be traced directly to the war. We can never do without automobiles. They are a part of our national life, and a United States without automobile transportation would be a United States that has been slowed up in its efficiency by fifty percent. Nevertheless, we are going to demand that our engines give up every last bit of performance that is possible. We are going to know that every inch of the length of the car has been accounted for to some good purpose.

Over-sized engines mean weight, abnormally long cars mean weight, and weight is the biggest foe to economy that the car can have. It is weight which makes the tires wear out. It is weight that uses gasoline and causes the oil bills to run above par. It is weight that causes mechanical wear.

We have five-passenger cars that have a wheelbase of 100 inches. We have other five-passenger cars that have a wheelbase of more than 130 inches. Wheelbase length weighs about 50 pounds to the inch, after 100 inches is passed. Somewhere there is an ideal length for a five-passenger car, at which the best performance can be secured with easy riding, quick acceleration, plenty of leg room for the passengers, plenty of leg room for the people in the front compartment, and no waste of space. If we are spending money for gasoline to carry excess length and weight around that is not being repaid in some kind of service, we are wasting it.

Better Upholstery

The car of the future will weigh less for a given horse-power. It will weigh less for each passenger carried. It will, consequently, travel further for a gallon of fuel on a set of tires or on a given quantity of oil.

Easy riding will be secured with better upholstery springs. These are slighted on a great many of the lower priced cars. On the higher priced jobs we are just beginning to get the proper upholstery. For some season it has not been realised that the springs in the upholstery have just as much to do with the comfort of the passengers as the springs beneath the car. It is the springs in the upholstery that really iron out the small inequalities in the surface of the ground. The larger springs beneath the car take up the main shocks, but good upholstery will make a car ride far better.

The car of the future, in fact, of the near future, is going to be better adapted to heavy fuels. It is going to start easier because there will be some means, electrical or otherwise, of properly priming the mixture. In the near future you are going to see elcctric primers that have done wonders for the hard-starting question. These primers preheat and start boiling a preliminary supply of gasoline, enough to get the engine started, after which it will readily run. Other primers force a finely divided spray into the cylinders.

Each succeeding year sees cars which are easier to take apart and repair. It is absurd to have to pay for five hours' labor on a job that takes fifteen, simply because the car is so designed that it takes two hours and a half to reach the affected part and two hours and a half to put it together again. This is another improvement which is slowly coming about.

Public Wants Economy

The public generally gets what it wants in an automobile as well as in everything else. Just now the matter of economy has been added to the other requirements. This economy means not only economy in running the car, but in maintaining it. It means that the car will do the work and yet will not be any larger than it is necessary to have the car in view of the performance wanted.

The biggest car is not always the best hill climber. In fact the lighter the car proportion to the output of the engine the better the car will climb the hill. If the car weighs one hundred pounds for every horse-power, the hill climbing ability and the acceleration, or pick up, are not going to be nearly as good as if the car weighed only sixty pounds to the horse-power.

There is little doubt but what the real future car will travel in the air. This is just a little too far for us to see now, but some day the key is going to be found that will unlock the secret of making a slow-flying, heavier than air machine. At the present time there are not machines that will land at a speed of much lower than forty-five miles an hour. This means that good clear landing places are absolute necessity.

SAGGING GARAGE DOOR

Here is a suggestion for straightening a garage door that has begun to sag, which is better than the ordinary method of planing off the bottom. Drive two heavy nails in opposite corners of the door and run some lengths of heavy wire between them. Slip a couple of blocks of wood under the wire and then take another spike and use it as a turnbuckle in the center of the wire. This will draw the bottom of the door up, so that it will fit its frame properly. Finaly drive the turnbuckle spike in the center of the door and the cure for sagging will be permanent.

EMERGENCY TANK PLUG

An emergency plug to fit the filler hole of the gasoline tank may be made from a piece of solid rubber, a little smaller than the filler hole itself. Through the center of this rubber a hole is cut and a bolt is inserted with the nut end up. When the nut is tightened the rubber is expanded, effectually plugging the hole. If the fuel system is gravity or vacuum a hole must be bored through the nut to admit a little air, but with the pressure system there must be no hole.

Barbers And Tailors As Tire Repair Men

Barbers, tailors and plumbers make efficient tire repair men.

This has been found to be the case in the tire repair school maintained by the B. F. Goodrich Rubber Co., in connection with its service department at Akron. Men from practically every important vocation enroll in the school and it is interesting to note the practical help a knowledge of other lines of work is in the art of vulcanisation and tire repair work, says officials of the company.

Barbers quickly grasp the handling of the knives used in trimming tires by reason of their former skill with razor. Tailors are apt tire repair students and become experts in cutting tire fabric because of the former experience in cutting cloth. The ex-plumber finds his knowledge of steam fitting very valuable in installing and operating vulcanising machinery.

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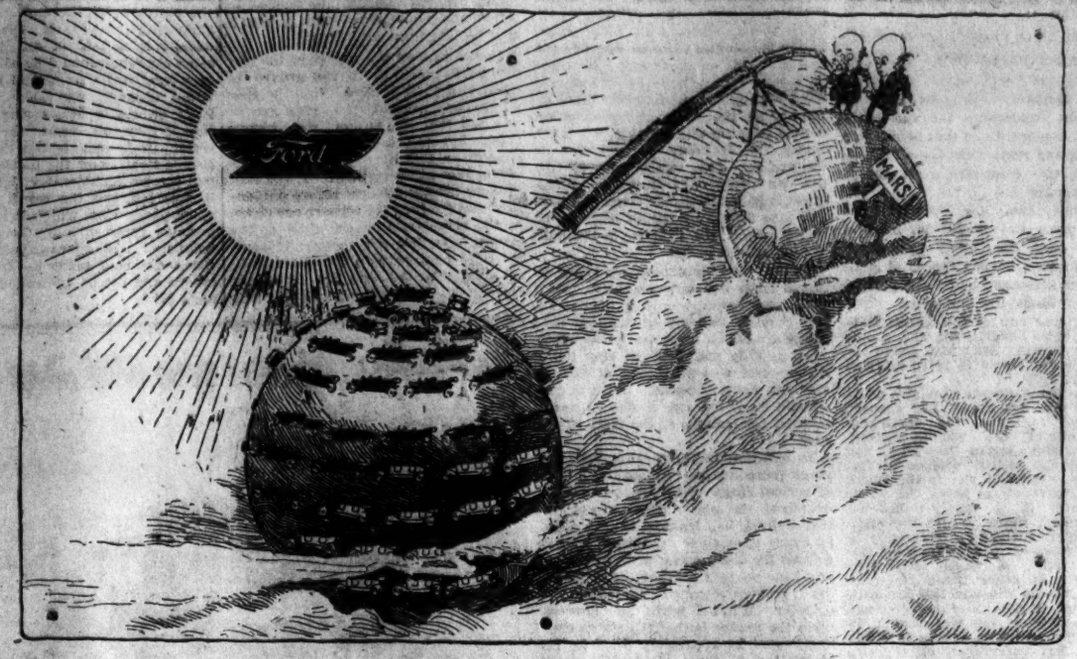

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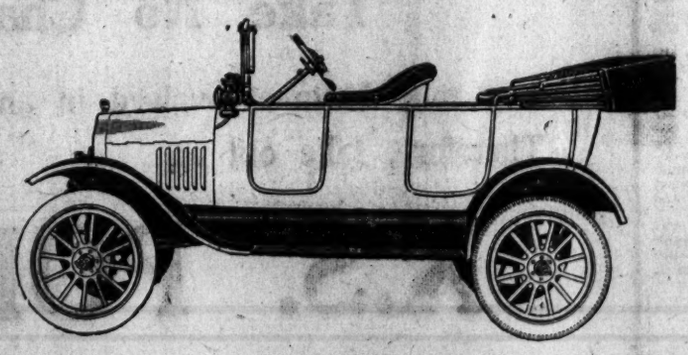

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IMPORTANT POINT IN CARE OF TIRE OFTEN OVERLOOKED

Average Motorist Neglects The Rims, Which Should Be Attended To

The average motorist, despite his constant endeavor to decrease his tire upkeep cost, frequently overlooks one of the most important long mileage factors. Rim neglect, it is said by tire experts, is just as serious a tire menace as low grade rubber or defective fabric.

Inasmuch as most discussions concerning tire conservation deal largely with the tire itself, one of the larger rubber companies is sending out a statement concerning the rim situation. It is pointed out that bent, loose, creeping and rusty rims are conditions that the tire consumer must always guard against.

"A bent rim, for example, has ruined many tires under 500 miles of service when that same tire would have run six or seven thousand miles if proper attention had been paid to the rim," reads the statement, which is being sent out by the Miller Rubber Co. "The bend in the rim caused a break in the tire just above the bead—such a break is most destructive and costly."

"Loose demountable rims also cause a lot of tire trouble if not watched carefully," continues the statement. "When one of the wedges becomes loose the rim starts 'working,' and gradually the other wedges become loose. A 'creeping' rim is the result and the valve steam bears the whole strain until it is finally pulled off. Furthermore, those wedges are often tightened up unevenly. This ends in what is referred to as a 'wobbly' tire and the tread is worn down prematurely. At other times motorists pound both the rim and the tire with a hammer to get the rim off or on. The pounding of the rim doesn't do any particular harm, unless it bends the rim, but every blow on the tire may cause a fabric break, and that is very serious."

Grit In Oil Base Will Ruin Motor

Should Be Taken Down And Cleaned Occasionally—Kerosene Flushing Not Enough

By William H. Stewart Jr.

What a world of trouble you are storing up for yourself if you do not drop the oil base and clean it. Sediment and muck accumulate faster than you think and sooner or later you will have a ruined engine on your hands. It is not sufficient to change the oil regularly, as advised by the manufacturer. The oil base should be taken down and the deposits removed occasionally.

The first time you do this you will be surprised at the nature of the accumulations. Small lumps of carbon from the cylinders, sand from the road, even particles of metal turnings left there when your car came from the factory, have all been found in the oil base. But worst of all is the thick muck of burnt oil and carbon which covers the bottom and sides. The grit and other particles are heavy and sink to the bottom, but the muck remains even after the base is drained of the old oil.

The advice usually given to the motorist may be summed up as follows: "Drain out all the old oil. Replace the plug and fill to the usual level with kerosene. Run the engine not more than thirty seconds and then drain the oil base. Repeat if thought necessary. This stirs up the muck and sediment which runs out with the kerosene. In this way the base and bearings are cleaned with a minimum of effort and without removing the crank case.

"Stir it up!" as Hamlet says. Indeed, the grit, which should lie dormant until scraped out by hand, is stirred up and splashed all around the crank case and also carried into the bearings. It forms a fine grinding compound which either shortens the life of the bearings or clogs up the oil holes, causing the bearings to run dry.

The result is even worse if the oiling system is one of the pressure type forcing oil through a hollow crank-shaft directly into the bearings. Right into the bearings, mind you! and under pressure too! Can any one defend this method after realising what this means? It is not a sufficient answer to say that the oil must pass through a strainer. The finest grit will always pass through and the harm is done!

So while it is a dirty job and a disagreeable one to remove the crank case for proper cleaning it is the only way to give your engine the care it really needs.

Track Riding Bad For Truck Tires, Too

No matter how conscientious and careful a driver of a motor truck may be in avoiding bad pavement, skidding or faulty wheel alignment and the like, the temptation to skim down car tracks, where there is smooth going, is hard for him to resist. One of the biggest abuses to which solid tires are subjected is this practice of car track riding, according to the B. F. Goodrich Rubber Company.

Aside from the element of danger attending skids from contact with the irons and switches of street car tracks, the premature death of a tire is certain because of the abnormal strain on a section of the tire. When on the tracks most of the load is concentrated on a small portion of the tread, so that it is overloaded and quickly worn away.

OLD BATTERY TERMINALS

The cable terminals of old storage batteries frequently slip into the battery connector so far that the cap screw does not draw the connection a tight fit. This results in high resistance and eventually prevents enough current getting across from the battery to start the engine. If lead foil is wrapped around the cable terminal when it fits the battery connector a really tight fit will be the result.

Piston Rings And How To Fit Them

When one stops to think of the work that piston rings really have to perform these little parts loom up as a big factor in efficient engine operation. The piston rings are springy rings of iron which pack the piston and are supposed to make a joint between piston and cylinder which will be so tight that gas cannot pass and at the same time be so free that undue friction will not be produced. On the face of it these seem like opposed qualities. In a sense they are, because if the rings were so tight as to prevent the smallest amount of gas or mixture from leaking past they would at the same time cause too much friction against the cylinder wall. Upon the goodness with which rings fit the piston and cylinder depends the retention of compression, the completeness with which the cylinder is filled with gas, the power produced by the engine, the extent of carbonisation due to burning oil and also to a large extent the economy of operation of the engine. It is vitally important to the car owner therefore to know something about piston rings and how they are fitted, for the fit of the ring in the piston and cylinder is the clue to a great many ills.

There are hundreds of types of piston rings but in general use today there are perhaps only a dozen. Of this number two are in ordinary use. These are called respectively the miter or diagonally split and the step joint. These refer to the method of cutting the ring ends, because much of the trouble from leakage is due to space allowed for leakage at the ends of the ring.

In addition to these two types of rings there are any number of makes of special rings which are designed to overcome the major deficiency of the two named, i.e., leakage at the ends. In every case some patented means is used for doing away with a space of any kind so that the ring as it fits in its groove completely seats the cylinder. What I wish to impress upon the reader is that the piston ring itself must be accurately fitted to the piston and in the cylinder in order that a gas tight joint be had. If this is not done regardless of the type of ring there is bound to be trouble from oil and gas leakage.

In fitting piston rings allow, as previously mentioned, the mixture to leak down into the crank case. At the same this mixture carries with it a certain amount of water, which contaminates the oil. Also the lubricating oil working up past the piston ring causes an appreciable carbon deposit and misfiring due to shortening of the plugs and kindred troubles.

Before new piston rings are fitted the engine interior should be thoroughly cleaned of carbon, because carbon is an abrasive and has a cutting action on the bearings, cylinder walls and pistons.

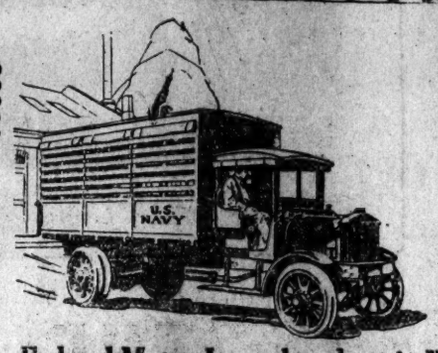
Before fitting new rings the cylinders should be examined and measured. If found out of round, warped or scored, they should be reground and oversize pistons and piston rings installed. Piston rings must have uniform wall pressure of sufficient strength to maintain a bearing against the cylinder walls during every operation of the piston. Rings that will assume the shape of the worn or warped cylinder do not have the necessary wall pressure and may collapse under the force of the explosion.

After cleaning the ring grooves of carbon it is of the greatest importance to make certain that the sides of the grooves are true. Grooves that are V-shaped, staggered or have round corners should be turned to permit using the next width ring, which may be had from any dealer.

Do not expand the ring over the piston until trying it in the groove to which it is to be applied. Roll the ring all the way around the ring groove and see that it enters the groove freely but not too loosely and deep enough so that it extends below the piston face at every point. If the ring grooves are too shallow before deepening them see that the corners are clean. If the ring binds on the sides of the groove look first for carbon; if none, rub the ring evenly on fine emery cloth on a smooth flat surface until the desired fit is attained. Each ring should be fitted to the groove in which it is to be placed. Expand the ring to be used in the bottom groove. Insert three one-half inch by six inch skids, cut from an old saw blade or any other light, pliable metal, one under each end of the ring and the third at the back. Slide the rings down over the skids. Install the bottom ring first, and so on from bottom to top until all are in place. Oil well and rotate in the grooves to make sure that all dirt and foreign matter is removed.

Bear in mind that a certain amount of clearance must be left at the ring ends, and this clearance must be maintained when the rings are in position in the cylinder. In checking this clearance in a diagonally split ring compress the ring as much as possible while it is in its groove and measure the clearance at the ends. This will vary with the size of the ring, but usually it is 1-32 of an inch. The same clearance should be allowed in a step joint ring. In special rings provision is made for this clearance. Some owners in fitting rings imagine that if they are tight they will fit better. It is easy to see that if the ring is tight when the metal is cold it will become considerably tighter when it gets hot, and the result will be a stuck piston ring, which is not an uncommon cause of loss of compression and power. In order to avoid this condition the ring must be free in its groove and yet no up and down play must exist.

1 ton $1900
1½ ton 2350
2 ton 2600
3½ ton 3350
5 ton 4400
(F.O.B. Detroit)



What the Federal Motor Lorry has done in War

80 per cent. of Federals served the Allied Governments and five departments of the United States Service, and the remaining 20 per cent. was devoted to essential industries.

Federal Lorries are now available for distribution to any part of the world.

For dependability under the worst possible conditions of road and load, for speed and for economy in operating, the Federal has proved itself unrivalled.

Write us today for free magazine "Traffic News"
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CORD TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

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119-123 Shaftesbury Avenue, W. 2.
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SHANGHAI.

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You may become involved in an accident any day. Therefore, take out an

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Agent for the

EXCESS INSURANCE CO., LTD.

It's sometimes very funny—
if nobody is hurt—to witness a motor-car accident where "the other fellow" is concerned.
What would YOU think, though, if YOU had an accident with YOUR car, and had to pay a third-party claim, or else foot a big bill for repairs to YOUR car?

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MOTOR CHANDLER CARS

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ACTION SPEAKS LOUDER THAN WORDS
I would rather prove it to you in demonstrations.

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MAXWELL

Hupmobile

Good Brakes On The Car Mean Safety On The Road

Motorist Should Always Be Able To Stop Quickly—Helpful Hints To Test Efficiency

My H. Clifford Brokaw

It matters not how good the engine may be under the auto hood, if you haven't a means of stopping the car you are liable to meet with trouble. I have always contended that the brakes are a more important part of the automobile than the engine. If there were no engine one could not start the car and get into a mess. But with an engine to start and nothing to stop it, there would be almost the surety of a wreck and probable loss of life.

Each car is provided with two sets of brakes and some have more. The emergency brake, as it is called, consists of a brake band operating within a drum on each rear wheel, and connected by suitable linkage to a lever, which is provided with a ratchet and pawl, so that the brake may be set and held there. It is intended that this brake shall be used primarily for holding the car at a standstill after it has been stopped, and it is used as an emergency brake, only in case of mishap to the other brake, or on long hills, where it is desirable to alternate between the two sets.

The running brake, or service brake, is operated by a pedal and is equipped with a spring to automatically release the brake when pressure on the pedal is removed. This brake may be a single band engaging a drum on the propeller shaft or a pair of bands operating on drums on the rear wheels—the same drum within which the emergency brake operates. The propeller shaft type gives greater braking power, because of the leverage obtained through the gearing engagement of the rear axle, and being on a separate drum there is less likelihood of heating the drums on hills. It has the disadvantage of putting a severe strain upon the rear axle gears, with consequent wear.

The brakes should be kept in such a condition that either pair will stop the car quickly; it is very unwise to allow one set to remain out of order.

When two brake bands are used in a set each band should hold equally or it will allow one wheel to slip. To obtain this result the pedal and lever operate through equalising bars, with linkage running from pedal or lever to the middle of the equalising bar and from each end of the bar to the brake bands. When the bar sets straight across the car the bands should set with equal force on the drums when braking.

Brake bands are lined with some non-burning friction material, usually an asbestos material, which is fastened to the steel bands by copper rivets sunk deep into the lining, so that the heads do not come in contact with the drum. When the linings become worn and the rivets scrape on the drum they score it, leaving shallow grooves. In this condition there is not sufficient surface to give the lining a good grip and the brake slips. Scored drums must be removed and be turned true in a lathe to give a smooth surface for the best braking power.

It is also important that the lining be renewed when worn thin enough for the rivets to touch the drum. This should be done at the service station, if that is convenient, but linings of the proper dimensions for each car may be had at a supply station and a little common sense will enable any one to make the replacements. Get the proper size rivets with the lining and remember that the heads must be sunk deep in the lining.

The particular reason for alternating the brakes on long hills is that either applied solely will heat and this will wear the lining excessively, because, while it does not born, it does char and crumble. Alternating, the brakes keep down the temperature. A smoking brake is a sure sign that the other brake set should be used.

On some cars oil will work from the differential case through the axle housing and on to the brake, causing the latter to slip. This is caused either by putting too much oil in the differential case or using too light an oil. If remedying these conditions does not end the trouble, it may be necesary to put special felt washers in the axle housing to prevent the leakage. When the brake becomes oily in this way it is necessary to wash out the drum and band with gasoline very fully. This is one place on the car where lubrication is undesirable.

But every other place on the brakes and linkage where there is motion should be lubricated regularly and be kept clean. Follow the manufacturer's instructions as to this, as each car is slightly different. When the wearing surfaces are worn so that there is appreciable play, renewals are desirable. The clovises and pins may be replaced for a few cents, and one cannot afford to neglect them, for if thin there might be a break instead of a brake at an emergent time.

To adjust the brakes jack up the rear wheels and set the emergency lever at the notch where it is just possible to turn one of the wheels by hand. Then turn the adjusting part on the other side until that wheel is held as firmly as the other. Then have the pedal pressed and adjust the bands the same as usually a turn-buckle just in front of the band, which may be tightened or loosened as desired. In some cases there is no turn-buckle, and adjustment is made by removing the pin from the clevis, which turns on a thread to shorten or lengthen the adjustment.

If the pedal hits the floor board and does not give sufficient force to the brake, take up the floor and adjust the linkage just back of the pedal, by clevis or turn-buckle movement.

Keep the linkage clean and well oiled, keep the linings renewed and inspect these out of the way but important things occasionally, and you will have brakes that brake. This is important in city driving, particularly where frequent and sudden stops are necessary in traffic.

CONSIDERABLE MILEAGE, RECORD OF THESE TIRES

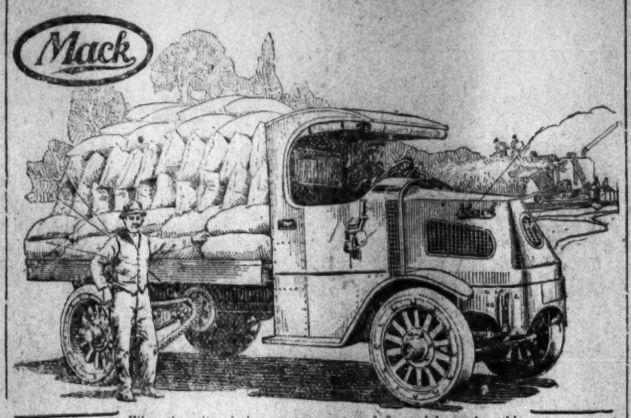
The advent of cord construction in automobile tires has made possible the manufacture of tires which give astounding mileage, yet there are many automobile owners who have found so great a degree of satisfaction in some favorite brand of fabric tire that they are loath to change to the new type.

The United States Tire Company reports sales of its fabric brands that show these tires are continually gaining favor among motorists who want good tires at a moderate initial cost.

President J. Newton Gunn, of the United States Tire Company, has received this letter from a New Haven merchant, telling why he remains firm in his allegiance to the "chain" tread:

"I think 20,346 miles up to date is a remarkable record for three out of a set of five of your 35x4½ 'chain' tread tires. They are still on my seven-passenger car in serviceable condition and the car is used every day.

"The full set of five tires was put on my new car the first week in March, 1915. The first of the set went out of commission April 2, 1918, after running 16,107 miles. The second blew out beyond repair the month following, but the remaining three have been running ever since. I have had few punctures or blowouts, owing to the elasticity and durability of the tires."



When the railroads became too congested for quick service, this Mack owner put his lorry into long distance hauling—14,304 pounds of wheat on a 3½ ton lorry, or double the rated capacity load.

The rougher the roads in your locality

the more the staunchness of the Mack Heavy Duty Motor Lorry should mean to you.

The Mack Lorrry asks no favors of road or load. With ordinary care it lasts a lifetime.

Strong, speedy and enduring. Low operating cost per ton-mile of service.

Mack Lorries are built complete in Mack factories—not made up of parts assembled.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U.S.A.

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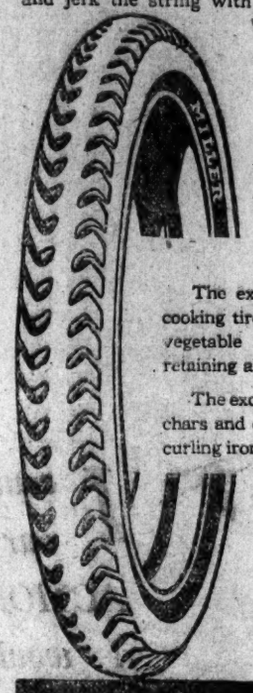
PROVE MILLER "MILE-MUSCLE" WITH A CURLING POKER

Take a piece of ordinary cotton string; heat a curling iron to about the temperature required to curl hair, but not so hot that it will burn the string.

Crimp the string in the iron for a moment. Take it out and jerk the string with both hands—nine times out of ten it will break exactly at the heated point.

This explains why—



Miller GEARED to the ROAD TIRES

wear longer than ordinary tires.

The exclusive Miller process of vulcanizing or cooking tires with a low heat retains all the natural vegetable wax and oil in the cotton fabric, thus retaining all the strength of the fabric for road wear.

The excessive heat commonly used in vulcanizing chars and drives them out—just as the heat of the curling iron weakened the string at the heated spot.

That's why Miller Tires are so brimful of Mile-Muscle—so economical to use—and why blowouts are a rarity.

SOLE AGENTS

HUDFORD GARAGE

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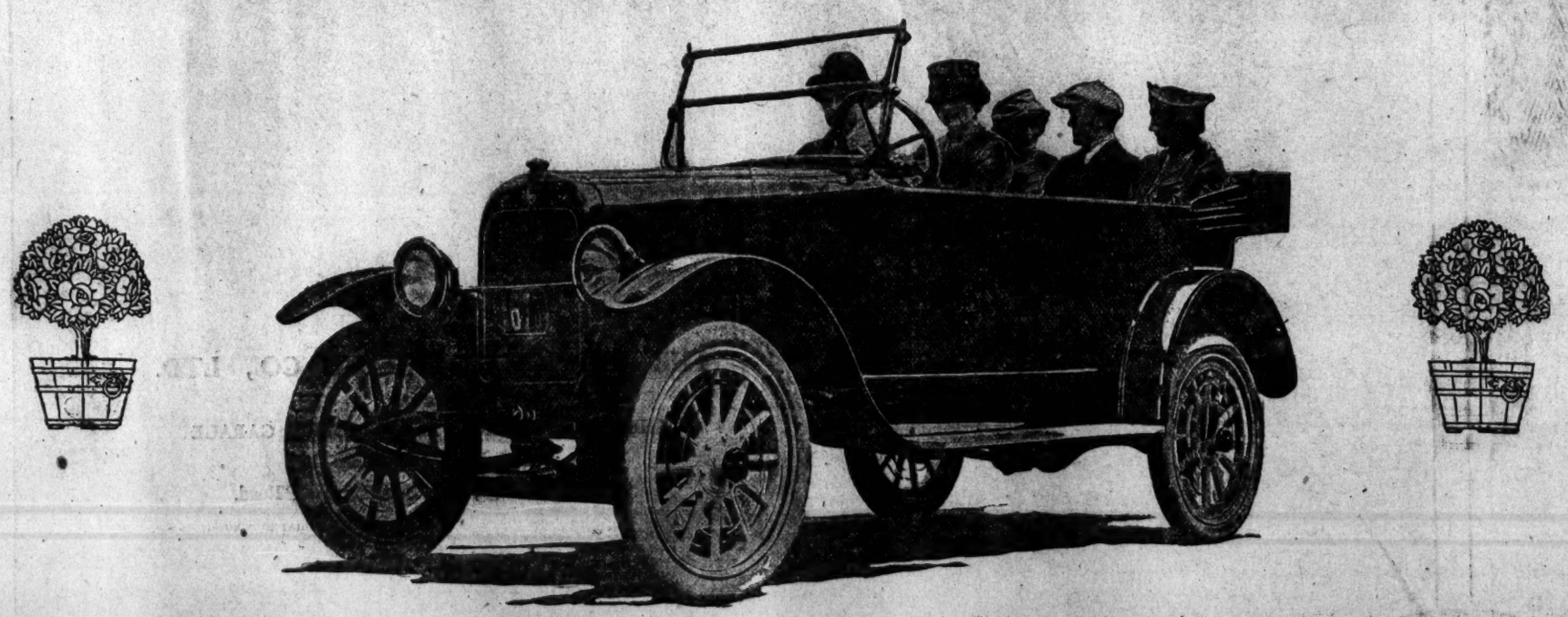
ANNOUNCEMENT

We have this day appointed THE AUTO PALACE, 362 Avenue Joffre, agents for Shanghai for **BRISCOE CARS** the most Economical and Enduring Light-weight Automobiles on the market



New 1919 models have just been unpacked, fully equipped with up-to-date improvements, including 31 x 4 tyres. Inspection of these cars may be had at the Auto Palace as well as other full particulars and literature. We take this opportunity to thank the public for the kindly reception given to the BRISCOE, which has won its way against all comers entirely on its merits, and we bespeak them to continue the same kindly interest through the Auto Palace Company.

BRISCOE ENDURANCE—DOCILITY—ECONOMICAL GASOLENE CONSUMPTION—HIGH MILEAGE ON TYRES IS UNEXCELLED

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Agents for Shanghai

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Briscoe Representatives for China and Japan

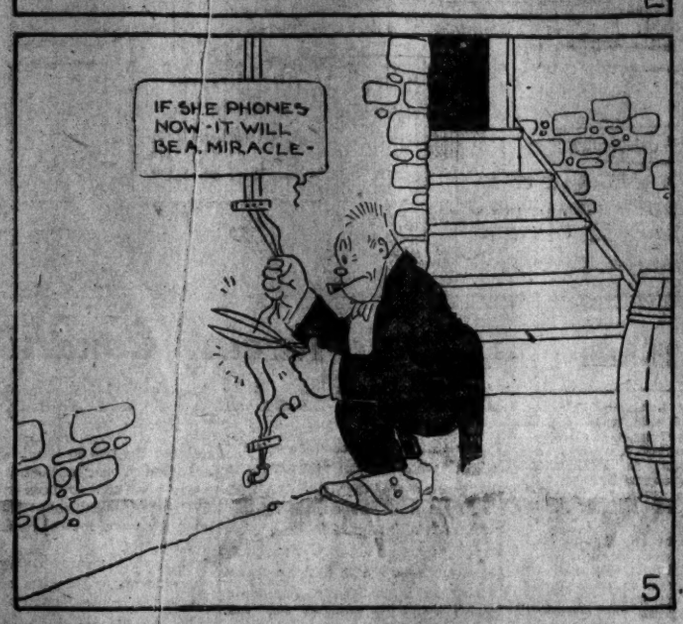
38 Canton Road Phone, Central 2002

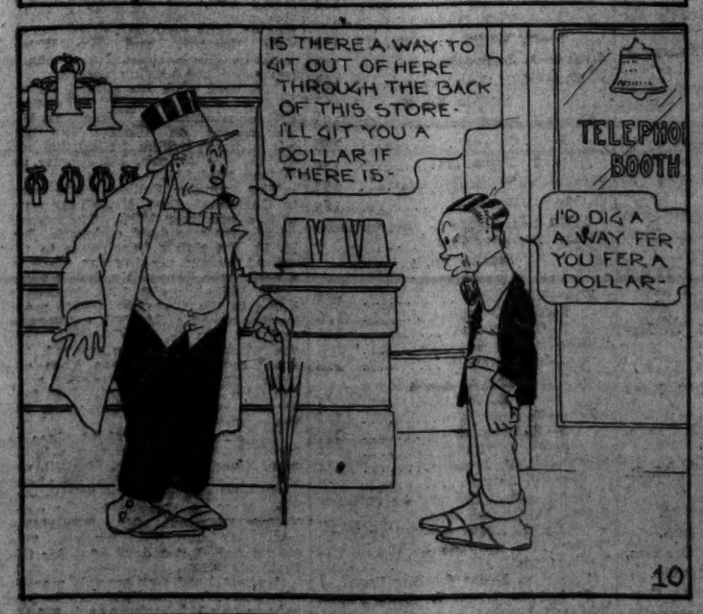
Sporting and Comic Picture Section

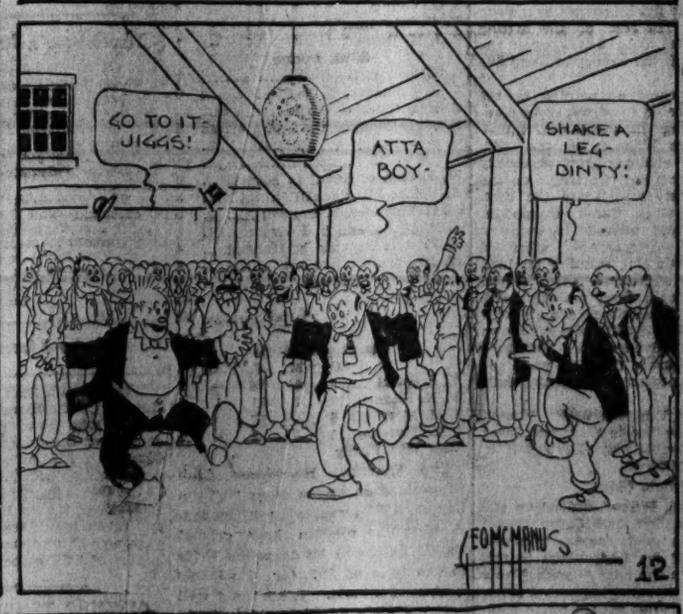
Sunday, June 1st, 1919

Bringing Up Father

I'VE HAD A DELIGHTFUL TIME- NOW I'LL EXPECT YOU BOTH AT SEVEN-
SO GLAD YOU CALLED- WE'LL BE THERE AT SEVEN-
HOW THEY CAN KID EACH OTHER!
3




IS THERE A WAY TO GIT OUT OF HERE THROUGH THE BACK OF THIS STORE- I'LL GIT YOU A DOLLAR IF THERE IS-
TELEPHONE BOOTH
I'D DIG A A WAY FER YOU FER A DOLLAR-
10



SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JUNE 1, 1919

TWO SESSIONS BAD FOR LOCALS

Third And Eighth Innings Spell Disaster For Shanghai Team

SAILORS WIN BY 11-8 SCORE

Bluejacket's Victory Featured By Flashes From Home Infield

TODAY'S GAME

Shanghai and the Wilmington meet today at 4 p.m. Gill will pitch for Shanghai and either Sanders or Pressey for the Navy men.

Delirium smote the Shanghai baseball team yesterday during the early stages of its engagement with the Wilmington nine. The patient then rallied, pulled together and apparently effected a complete recovery. Whereupon came the relapse and in a final delirious inning the game soared away again into the bright beyond where it rests, with the Navy team's initials carved all over it and the figures 11-8 inscribed neatly in one corner.

The third and eighth innings were those which brought the sinking spells for Shanghai. Between the two the team displayed a healthy, wholesome looking brand of baseball, so much so that it overcame a six-run lead and was one tally to the good when finally wiped out. Both Porterfield and Carey kept the hits well down, each allowing five, but both suffered badly in the way of support and went wobbly as the contest closed.

Bright features were not lacking, however, chief of these being three sparkling double plays which were put through by Holliday, Wilhoit, Hoffman and Porterfield, a screaming homer which Wilhoit poled into deep right—Shanghai's only earned run—and a wondrous theft of second which the same Cyrus negotiated by relays. Wilhoit, Porterfield and Summerville shared the hitting honors each compiling two.

Sailors Score First

The Wilmington drew blood right off the reel when Lawler caused Crow to err, stole second, made third on another bobble and slid safely home as Bradley dropped Holliday's return of Summerville's grounder. Presser flew out to Crow and Tangerman was nailed at the plate by Wilhoit but the two fielder's choices put two men on and when Porterfield passed Torri, filling the sacks, things looked dubious. Porterfield pulled himself out, however, by fanning Keeton.

The most sensational of Shanghai's trio of double plays came in the second, after Flynn had struck out. Carey took three strikes as well but Bradley let the last get away and he was safe. Lawler then stepped up and laced one down toward second. Holliday scooped the ball on the run, kicked the sack and hove it to first. Wilhoit received the ball and Lawler practically simultaneously and the sphere bobbed up into the air, with Cy on the ground juggling it frantically and finally collaring it.

Shanghai evened up in the third when Holliday drove one through Summerville's legs, scoring Pomeroy. At this the sailors grew savage and in their half poured in six runs. Summerville was the only man to reach first legitimately, by reason of a clean hit to left. The rest of the batting order trickled onto and around the sacks through the agency of some five errors.

Shanghai could do nothing in the fourth, nor could the navy, three bluejackets dying in succession thus—Porterfield to Wilhoit. In the fifth though, the civilians grew effectively revengeful and put two tallies on the board. Bradley contributed the first, getting on when Carey scooped an easy roller and heaved it wide of Tangerman. Porterfield advanced with a hit but Gill, running for him, was caught at second when Smith rolled to Edsall, Brad making third, and beating home the return of Holliday's grounder. Smith, who had stolen second and advanced on Holliday's play jogged across the plate when the navy third baseman let a throw elude him.

The navy fifth was brief. Keeton walked, Flynn fled to short and Carey hit into a double play—Porterfield to Holliday to Wilhoit.

Wilhoit's Circuit Clout

In the sixth Wilhoit walked up and slammed the first ball Carey offered clear into the tennis courts. This was the extent of the happenings in this inning, but in the next Shanghai rang up four and assumed the lead. Porterfield started it out with a hit to right which he stretched for two bags when it got away from the fielder. Pomeroy fanned while Gill, running for Porterfield, stole third. A wild pitch let him in. Smith hit to right and, the ball again escaped the fielder, letting him go to third. Holliday fanned. Crow

(Continued on Page 3)

CRICKET CLUB WINS FROM POLICE TEAM

Home Team Victors By 84 Runs, Recs Beat 'A' Company

The Shanghai Cricket Club were at home yesterday afternoon to the Police Recreation Club and after winning the toss decided to bat first, Middleton and Deeks, who opened the innings for the S. C. C., stayed till 28 was made when Middleton was bowled by Sale. (28—1—13). C. E. M. Thomson then joined Deeks and a good stand was made till Deeks was well caught and bowled by Young. (78—2—39).

Knight joined Thomson but was unfortunately run out, only scoring 2; Hansell and Thomson were then partners till the latter was caught by McDermott after compiling 30, a creditible performance for his first appearance this season. Morriss, who took Thomson's place with Hansell, outlived the latter who had to retire bowled by Pelling for 11 (110—5—11). Mcrriss being bowled by Robertson. Tait and Pearson, a promising young player—good in the field and with the bat—were the only two of the rest of the S. C. C. team who made anything like a score.

Tait was stumped by Fairburn with 21 to his credit and Pearson was caught by one of Shanghai's older cricketers — McEuen — who made a welcome reappearance on behalf of the Police. Deeks was high bat for the S. C. C. and S. C. Young did well, taking four wickets at an average of 6 a piece.

After the interval Treacher and Young opened the Police innings but the former did not stay long, Barrett—who had sustained a bad crack on the shins from Thomson when the S. C. C. were batting—joining Young.

McEuen and Barrett looked as if they were out to make the necessary score for the S. M. P. when the latter was run out after making 19, the highest score for the Police side. Robertson did well, getting 15 to his credit, but the rest were sadly lacking somewhere. The fielding of the S. C. C. was good, Read picking up two very nice catches —McEuen in the long field and Beatty in the slips. Hansell bowled steadily throughout the innings and was successful in taking 6 wickets for 31 runs.

The summaries.

S. C. C.

H. Middleton, b. Sale	13
A. J. Deeks, c. and b. Young	39
C. E. M. Thomson, c. McDermott, b Young	30
C. Knight, run out	2
W. N. Hansell, b. Pelling	11
H. H. Morriss (Capt.), b. Robertson	10
E. G. Tait, st. Fairburn, b. Barrett	21
J. M. Pearson, c. McEuen, b. Young	17
E. O. Cumming, c. Young, b. Robertson	2
W. S. Read, not out	4
H. S. Wavell, c. Fairburn, b. Young	6
Extras	13
Total	168

Bowling Analysis

	O.	M.	R.	N.B.	W.
G. Sale	11	1	47	–	1
J. Robertson	12	–	42	1	2
F. A. Treacher	4	–	15	1	–
S. C. Young	8.5	3	24	–	4
H. Pelling	7	2	11	1	1
E. I. M. Barrett	4	1	16	–	1

S. M. Police

S. C. Young, b. Read	7
F. A. Treacher, b. Hansell	0
E. I. M. Barrett (Capt.), run out	19
A. J. McEuen, c. Read, b. Morriss	4
J. Robertson, c. Middleton, b. Hansell	15
W. Bretty, c. Read, b. Hansell	9
H. Pelling, b. Hansell	8
W. E. Fairburn, b. Hansell	0
O. Webb, c. and b. Pearson	8
G. Sale, c. Morriss, b. Hansell	4
W. McDermott, not out	4
Extras	5
Total	74

Bowling Analysis

	O.	M.	R.	N.B.	W.
W. S. Read	9	4	13	–	1
W. N. Hansell	15	4	31	1	6
H. H. Morriss	5	–	17	–	1
E. M. Pearson	1	–	8	–	1

Recs Win Easily

The Shanghai Recreation Club entertained an eleven from "A" Co. British, S.V.C., yesterday afternoon, showing the soldiers how cricket should be played by defeating them to the tune of 257 for 7 wickets against 68 all told. T. Main did well for the Recs getting one 6 in an innings of 89. Langley bowled well for "A" Co. taking 3 wickets for 40 runs. For "A" Co. Clifford was high bat getting 19 till he was well caught at cover by Manley, who was the fielder for the Recs. Bhoora and Ollerdessen bowled throughout "A"

(Continued on Page 3)

INDOOR SPORTS By Tad

YES MY SISTER MADE THOSE COOKIES FOR ME - I'M VERY FOND OF THEM TOO -
LET ME TRY ANOTHER ONE - I'LL TELL THE WORLD FAIR THAT THEY'RE GOOD - I THINK I'LL PUT A FEW IN MY POCKET
HOPE YOU DONT MIND IF I TRY A COUPLE ANDY -
HELP YOURSELF
GOSH I'M ALMOST ASHAMED TO TAKE ALL OF ANDY'S STUFF - I'VE HAD 2 CIGARS AND AN APPLE ALREADY
INDOOR SPORTS
TRYING TO APPEAR AT EASE AS THE VISITING COMMITTEE FROM THE LODGE CALLS TO SEE HOW YOUR GOUT IS

At The Theaters

Mabel Normand is the attraction at two playhouses this week. At the Apollo Theater she is billed in "Mickey," a photoplay that enjoyed a tremendous run in American cities. At the Victoria Theater, a seven-part Goldwin picture, "Dodging A Million," features Mabel Normand.

"Mickey" opens at the Apollo tomorrow night and the first showing of "Dodging a Million" will be at the Victoria tomorrow night. Both pictures will run four evenings.

The Apollo program for tonight includes "The Narrow Path," with Fanny Ward; "His First False Step," a Mack Sennett comedy, and Pathe's American Gazette. At the Apollo matinee today, Frank Keenan will be seen in "The Midnight Stage" and the final episode of "Hands Up" will be screened.

St. George's Garden on Bubbling Well Road, with open air movies, is proving popular. "The Yankee Way," a popular comedy, and Pathe's Gazette are on tonight's program.

The final chapter of "The Seven Deadly Sins," heads the bill at the Victoria Theater tonight. The episode is called "The Seven Sins."

Dustin Farnum, of American stage fame, will be seen at the Olympic Theater this afternoon and tonight in a five part Paramount, "A Gentleman From Indiana," adapted for the screen from Booth Tarkington's novel.

Films featuring Charlie Chaplin and the first and second episodes of "The Bull's Eye" are on this afternoon's program at the Isis Theater.

Beginning tomorrow night, the Isis management announces that Thomas Ince's Triangle comedy drama, "The Social Secretary," will be screened. The film features Norma Talmadge. It is in five parts.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.

1. March—
   The American Ace ..... Hildreth
2. Overture—Greeting ..... Mahl
3. Waltz—
   The Moonlight Waltz ..... Logan
4. Selection—The Chieftain ... Sullivan
5. (a) Fox Trot—The Ghost of the Ukulolo ..... Smith
   (b) One Step—Some Shape ... Cobb
6. Selection—Eileen ..... Herbert

A. DE KRUYFF,
Conductor-in-Charge.

Czecho-Slovak Concert

Lieut. Frank Smit and Lieut. Lada Kaigl, Czecho-Slovak violinist and pianist, who gave such a pleasing concert of their national music at the Olympic Theater last Wednesday night, will be heard again this evening at the Cercle Sportif Francais. A very attractive program has been arranged and music lovers are assured of a fine evening's entertainment. The concert begins at 9:15 o'clock.

OLYMPIC TENNIS MEN WIN

Mikami and Nomura, Japan's representatives in the tennis doubles championship held at Manila in connection with the Far Eastern Games, defeated Messrs. N. E. Kent and J. S. Jennings in a special match at Hongkong a week ago. The scores were 6-0 and 7-5.

Splendid Racing Conditions Favor First Day Of Regatta

Under ideal racing conditions, with a slight wind blowing towards the bridge and an overcast sky, the first day's program of the annual Spring regatta of the Shanghai Rowing Club went off without a hitch at Henli yesterday. Yesterday's crowd augurs well for today's attendance. Hundreds of people made the trip to see the racing and were well satisfied with the splendid performances and the excellent arrangements provided for spectators.

But four events were scheduled yesterday and they were run off with a snap and precision that excited much favorable comment. The first, the junior sculls, was won by Mr. D. Campbell. Taking the lead from Mr. W. Moore at the start of the mile race, Mr. Campbell won easily, slowing down and taking things easy from the houseboats. The time of the race was seven minutes and seven seconds, Mr. Moore finishing 40 seconds behind. There were but two entrants.

The sailing race under the auspices of the Midget Yacht Club went to Mr. E. T. Byrne who piloted "Honey." Mr. Byrne's boat was in the lead from the gun. Second place went to Mr. A. E. Algar who was the helmsman of "Farncy" and Henderson's "Elusive Pimpernel" came in third. The fourth boat was "Esme," Mr. G. H. Potts.

With America unable to enter a crew because of Mr. Merrill's illness, the international pairs' event was fought between Denmark and England and the Danes had an easy time winning.

For the first quarter mile the race was a pretty one, the English boat jumping into the lead at the gun and holding an edge until the 440-yard mark had been reached. Here the long sweeps of the husky Danish crew began to tell and shortly after passing the post the crews were even, with both boats swinging along to powerful strokes. Hitting a stroke of 30, the Danish boat forged ahead at the halfway point and from then on the English boat had little chance. A longer, faster stroke brought the crew representing Denmark slowly away from the English oarsmen and when the houseboats were sighted, the Danish boat was eight lengths ahead. This was the margin of victory. The time was seven minutes and 40 seconds.

The crews: Denmark—bow, B. Andersen; stroke, K. Angesen; cox, P. Ayres.

England—bow, J. J. Evans; stroke, W. Moore; cox, T. Mitchell.

The motor boat race for small craft was won by Mr. Rutherford.

Decorations Are Brilliant

Henli presented a festive appearance for the annual rowing classic of North China. Decorated houseboats made the river a lively mass of color; the bridge, adorned with Allied flags, the Union Jack occupying the center of the picture, was dressed prettily, and the water front was gay with the flags of the Allied nations.

A huge matshed has been erected for the accommodation of those making the trip to Henli. In the shed are plenty of chairs and tables and every comfort has been arranged for the rowing enthusiast who journeys from Shanghai for the races today and tomorrow.

Attractive Program Today

An attractive program has been arranged for today. The principal events scheduled are the international fours between England and Denmark, club fours and the international eight-oared race between crews representing England and "The World." One of the feature events this afternoon will be the race between the dragon boats.

Two big races are scheduled by the Midget Yacht Club today: The Crossley Cup event this morning and the race between the M.S.C. and S.V.C. crews this afternoon. Tomorrow, there will be three races in the morning. The events scheduled at the Rear Commodore's Cup, Sweepstake and laodahs race.

Special Train Service

Enthusiasts journeying to the races this morning will leave on the train that leaves Shanghai North Station at 9:15 o'clock, Shanghai time. The train arrives at Henli at 10:18 o'clock. Returning, the train leaves Henli at 7:16 o'clock and is due at Shanghai at 8:18. The round trip tickets are on sale at three dollars.

By courtesy of the railway authorities, arrangements have been made whereby sleeping and dining cars have been stationed at Henli. Sleeping berths for ladies and gentlemen may be booked with the station agent at Henli. Meals will be served in the dining cars on the siding.

The following is a summary of yesterday's races:

Junior Sculls—one mile—won by D. Campbell; second, W. Moore. Time—seven minutes and seven seconds.

Sailing race—two miles—won by E. T. Byrne; second A. E. Algaro, third, Henderson. Time—23 minutes 30 seconds.

International Pairs—one mile—won by the Danes; second, England. Time—seven minutes, 40 seconds.

Motor Boat race (for craft of 10 h.p. and under)—won by Mr. Rutherford.

The officials:

Umpires: A. C. Clear, J. H. McMichael, G. H. Potts.

Referee: E. T. Byrne.

Judges: A. E. Algar, W. B. Kennett.

Starters: P. Crighton, W. J. Gande, W. G. Smith.

Timekeepers: D. H. Cooke, M. R. Gordon.

Clerk of course: T. H. Suffert.

Press official: R. W. MacCabe.

Pontoon officials: D. M. Graham, H. P. B. Jones, T. R. Macdonald.

Committee: H. P. B. Jones, Captain; H. F. Merrill, Vice-Captain; T. R. Macdonald, Hon.-Secretary; M. R. Gordon, Hon.-Treasurer; K. W. Aagesen, D. Campbell, W. J. Gande, D. M. Graham, R. S. Haskell, C. V. Jensen, W. B. Kennett, W. Moore.

Races Scheduled Today

10:30 a.m. Event 1.—Motor Boat Race. "Bang and go back" for "Cruiser" types.

11:00 a.m. Event 2.—Griffin Fours. Distance ¾ mile.

Station No. 1

	lbs.
Bow—G. R. Oliver	126
2—C. T. Hall	148
3—R. Bauld	132
Stroke—F. Henry	150
Cox—P. C. Mansfield	145

Station No. 2

Bow—I. Zellensky	128
2—A. F. T. Holland	146
3—N. White	159
Stroke—J. J. Brooks	168
Cox—H. F. Landers	126

Station No. 3

Bow—J. Meyer	142
2—A. Meyer	152
3—S. Yates	150
Stroke—F. W. Schlobohm	163
Cox—P. Ayres	126

11:30 a.m. Event 3—International Fours. Distance 1¼ miles.

Station No. 1

ENGLAND

Bow—W. Moore	155
2—A. W. Stubbs	155
3—J. J. Evans	190
Stroke—H. P. B. Jones	153
Cox—T. Mitchell	128

Station No. 2

DENMARK

Bow—B. Andersen	149
2—E. Brusendorff	157
3—K. W. Aagesen	200
Stroke—C. V. Jensen	166
Cox—P. Ayres	126

12:00 a.m. Event 4—Veterans Race. Distance ¾ mile.

1:30 p.m. Event 5.—Sailing Race. Under the auspices of the Midget Yacht Club.

2:30 p.m. Event 6.—Dog Race.

3:00 p.m. Event 7.—Club Fours. Distance 1 mile.

Station No. 1

Bow—A. P. Goldman	144
2—E. Edwards	170
3—E. Muller	191
Stroke—D. Campbell	142
Cox—E. A. Brodie	138

Station No. 2

Bow—J. H. Johns	155

(Continued on Page 3)

Lawn Bowls Club

Scotland vs. Rest Of Club

The match which took place on the S.L.B. Club's ground between Scotland and the Rest of the Club yesterday afternoon proved to be a very close game, ending in favor of Scotland as follows:

Scotland.		Rest.	
J. T. Disselduff (skip)		J. D. Gaines (skip)	
J. S. McGavin		R. J. Bowerman	
J. Dewar		E. Payne	
W. A. Turnbull		W. Gater	
	19		24
J. Park (skip)		W. N. C. Allen (skip)	
J. D. Gordon		D. Mennie	
H. F. Lawson		J. Harborne	
J. Kinghorn		J. Frost	
	28		25
G. L. Campbell (skip)		A. Taylor (skip)	
C. M. Bain		J. J. Sheridan	
N. C. Wilson		Maj. Trueman	
J. C. Thomson		F. L. Marshall	
	22		16
J. C. Macdougall (skip)		R. Simmons (skip)	
J. Munro		R. G. H. Cole	
D. McIntosh		E. C. Emmett	
Dr. Patrick		W. B. Pitt	
	21		16
Total	90	Total	81

HILL AGAIN STAR OF DAY'S RACING

'Billy' Gets Five Places And Rides One Pony To Record Time

THREE JOCKEYS THROWN

Riders Lose Mounts But Are Unhurt At I.R.C. 54th Meeting

The second day's events of the International Recreation Club 54th meeting are scheduled at the Kiangwan track tomorrow afternoon. The first saddling bell will be rung at 2:15 o'clock. The events:

1.—Hopeful Plate
2.—Woodcote Stakes
3.—Middlepark Plate
4.—Alexandra Plate
5.—Ravenspark Stakes
6.—Grove Park Plate
7.—Metropolitan Stakes
8.—Holiday Selling Plate
9.—City and Suburban Stakes
10.—Nil Desperandum Plate

One track record was equalled, consistently fast time was made in several events and stirring finishes marked many races. These features and several thrills for the big crowd figured in the first day of the 54th meeting of the International Recreation Club at the Kiangwan Track yesterday afternoon.

Three jockeys were thrown from their mounts, two losing their seats in the steeplechase. In the second race, Mr. Benbowe Rowe was thrown from Eclipse at the start and the pony tore through the entire mile and a quarter, finishing in fine style.

The steeplechase saw Mr. Brun sustain a nasty toss from Revenge while Mr. C. C. Boyd came down with his pony on top of him. None of the three riders was injured.

King of Diamonds, late Jack's Folly, equalled the Kiangwan record for a mile and three furlongs when he negotiated the distance in 2:65 2/5. William Hill, the star jockey of the afternoon, rode the pony to a length-and-a-half victory over Trustland, Mr. Burkill up. Railway, with Mr. Liou riding, was many lengths behind.

Rushton started the afternoon by winning the first race by a neck from Tyrant with Soft Thing third, a short head behind. Mr. Springfield brought Rushton through in a driving finish Messrs. Yih and Hu pressing the winning pony to the wire. Rushton paid 40 backers $86.20 for the win and the place dividend was $23.10. Betters on Soft Thing collected $26.60 each.

Mr. Rowe sustained his nasty fall in the second race. The event was taken by Mr. Hill on Guiding Star with Roseway, Mr. T. U. Yih up, second, and Firelight, Mr. Moller riding, third.

Triumph ran true to form in the Great Eastern Plate event, the third race, Mr. Ezra winning by four lengths on the pony. It was a top-heavy favorite. Mr. Hill took second in this race on Upwood Park and Mr. Crokam was third on Illumination.

Steeplechase Exciting

With Revenge and The Prelate out of the race after they had thrown their mounts and Big Ben running, out when completing the first lap, the Steeplechase event resolved itself into a race between Sans Peur, Springie, The Earl and Black Fox, the ponies finishing in the order named. Mr. J. A. Hayes was on Sans Peur, Mr. C. R. Burkill rode Springie and Mr. Wilson brought The Earl in. Many lengths separated the placing ponies.

Mr. Ezra took his second victory in the sixth race, the Bentinck Stakes, winning on Wilson. Mr. Hill was second on Hinode. The third place pony, which netted backers $72.10, was Aramis, Mr. Master up. Wilson paid $31.10 to win.

The Summer Selling Plate went to Christmas Day, Mr. Croken up, after a gruelling finish. The margin of victory was half a length, Mr. H. F. Hu riding Lanchester to the second money, making the place by a neck over Poppy, Mr. Hill's pony.

Mr. Hill brought The Corncrake home in the Claremont Plate many lengths ahead of Mr. Yih on Naruna and Mr. Hu on Sans Merci. Had the winning pony been pressed, the track record might have been approached as The Corncrake went the mile in 2:06 2/5, but four seconds slower than the mark for the course.

The struggle for third place in the Summer Handicap was a hummer. Shenkoland, Mr. Burkill up, took the event three lengths ahead of Daintylight, with Mr. Moller riding. Half a length behind were Yellow Diamond, Mr. Yih riding and Iron Duke, Mr. Ezra up. The judges called it a dead heat for the their place.

A short head was enough margin of victory for Footlight in the last race to pay 133 backers each $53.10. Mr. Moller rode the winning pony. Motorist and Realisation were the other money horses.

How The Jockeys Fared

	1st	2nd	3rd
Hill	3	2	1
Ezra	2	0	1
C. R. Burkill	1	2	0
Moller	1	1	1
Crokam	1	0	2
Springfield	1	0	0

Hayes	1	0	0
T. V. Yih	0	3	1
Liou	0	1	1
H. F. Hu	0	1	0
T. L. Hu	0	0	2
Master	0	0	1
Wilson	0	0	1
Total	10	10	11*

*Dead heat for third place in the ninth race.

1.—The May Plate.—Value $300. 2nd pony $100. 3rd pony $50. For all China ponies. Weight for inches as per scale. Winners of a race, since May 1, 1919, 4 lbs. extra and of 2 or more races, or classic winners (at any meeting), 7 lbs. extra. Maidens, allowed 7 lbs.—Three-quarters of a mile.

lbs.
Mr. Dem's bay Rushton (Mr. Springfield) .....155—1
Mr. Foh Sing's chestnut Tyrant (Mr. T. U. Yih) .....155—2
Messrs. Harvey and Joe's chestnut Soft Thing (Mr. T. L. Hu) .....148—3

Also ran: Bonanza (Mr. Knoll), Sideway (Mr. H. F. Hu), Eastern Star (Mr. Hill), Amagi (Mr. Liou), Deserttand (Mr. Burkill), Anything (Mr. White) and Lasswade (Mr. Crokam).

Won by a neck; short head. Time—1:32 2-5.

Pari-mutuel—for win, $86.20; for place, $23.10; $19.30 and $26.60.

Cash sweep—first, 264; second, 49; third, 165; unplaced—206, 365, 273, 353, 57, 352 and 193.

2.—The Dewhurst Stakes.—Value $200. 2nd pony $100. 3rd pony $50. For China ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens, allowed 7 lbs. Maidens that have never been placed, allowed 10lbs. Allowances not accumulative. Classic winners, 5 lbs. extra.—One and three-quarter miles.

lbs.
Mr. Tucksong's grey Guiding Star (Mr. Hill) .....158—1
Mr. Leaf's brown Roseway (Mr. T. U. Yih) .....148—2
Mr. Cire's bay Firelight (Mr. Moller) .....152—3

Also ran: Monitor (Mr. S. D. Soo), Charing Cross (Mr. Knoll), Three of Spades (Mr. T. L. Hu) and Escapade (Mr. Rowe).

Won by three lengths; many lengths. Time—2:40 3-5.

Pari-mutuel—for win, $7.50; for place, $5.60; $11.00 and $7.30.

Cash sweep—first, 147; second, 316; third, 207; unplaced—438, 390, 465 and 220.

3.—The Great Eastern Plate.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies. Weight for inches as per scale. Ponies that have not won a race, since June 30, 1918, allowed 5 lbs. Maidens, allowed 10 lbs. Winners since May 1, 1919, 5 lbs. extra.—One and a quarter miles.

lbs.
Messrs. Toeg and Speelman's grey Triumph (Mr. I. Ezra) .....157—1
Mr. R. Macgregor's grey Upwood Park (Mr. W. Hill) 161—2
Mr. Perchang's chestnut Illumination (Mr. Crokam) .....161—3

Also ran: Ye Illusionist (Mr. Matsumoto).

Won by four lengths; three lengths. Time—2:41 2-5.

Pari-mutuel—for win, $6.70; for place, $5.80 and $7.70.

Cash sweep—first, 535; second, 523; third, 176; unplaced—81.

4.—The Mayblossom Handicap Steeplechase.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies. Weights will be published on morning of the Steeplechase. Top weight will not be more than 168 lbs. and lowest weight 154 lbs. 4 starters or "No Race." If "No Race," the Commercial Plate will be substituted.—Two and a half miles.

lbs.
Mr. H. G. Robinson's chestnut Sans Peur (Mr. J. A. Hayes) .....154—1
Mr. Soo's cream Springle (Mr. C. R. Burkill) .....168—2
Mr. Weeleo's grey The Earl (Mr. Wilson) .....161—3

Also ran: Revenge (Mr. Brun), Black Fox (Mr. Springfield) Big Ben (Mr. R. F. C. Master) and The Prelate (Mr. Boyd).

Won by many lengths; many lengths. Time—5:49 3-5.

Pari-mutuel—for win, $14; for place, $6.90; $6.50 and $12.50.

Cash sweep—first, 311; second, 140; third, 329; unplaced—375, 122, 158 and 119.

5.—The New Stakes.—Value $300. 2nd pony $100. 3rd pony $50. For all China ponies that have started in a flat race this year. Weight for inches as per scale. Maidens, allowed 7 lbs. Winners, since May 1, 1919, 5 lbs. extra. Any Derby or Champion winners, since January 1, 1919, 5 lbs. extra. Penalties accumulative.—One mile and three furlongs.

lbs.
Mr. Chow Sung's bay King of Diamonds (Mr. W. Hill)...155—1
Mr. Day's brown Trustland (Mr. Burkill) .....164—2
Mr. Santeh's white Railway (Mr. J. Liou) .....160—3

Also ran: Hallow-E'en (Mr. Crokam).

Won by one and a half lengths; many lengths. Time—2:40 3-5.

6.—The Bentinck Stakes.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies that have not raced previous to January 1, 1919, and that have not won more than one race. Weight for inches as per scale. Maidens, allowed 7 lbs. Winners since May 1, 1919, 5 lbs. extra.—Seven furlongs.

lbs.
Mr. Perchang's bay Christmas Day (Mr. Crokam) .....150—1
Mr. Lansing's chestnut Lanchester late The Pink 'un. (Mr. H. F. Hu) .....145—2
Messrs. Toeg and Speelman's black Poppy (Mr. W. Hill) .....148—3

Also ran: Climax (Mr. C. R. Burkill), Yellowstone (Mr. I. Ezra), The Kangani (Mr. T. U. Yih), Western Star (Mr. Sorensen), Persianlight (Mr. Moller), Unionist (Mr. Matsumoto), Anything (Mr. J. Liou), Yorkshire (Mr. T. L. Hu), Lasswade (Mr. W. A. Brun), Rocksand (Mr. Master), La Vesle late Eight (Mr. Springfield) and Runaway late Runaway Light (Mr. Knoll).

Won by half a length; a neck. Time—1:48 1-5.

Pari-mutuel—for win, $20.20; for place, $9.20; $18.50 and $8.60.

Cash sweep—first, 244; second, 237; third, 458; unplaced—337, 40, 26, 435, 249, 108, 429, 314, 104, 35, 486 and 129.

8.—The Claremont Plate.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies that have started at Kiangwan this year either in a steeplechase or on the flat and have not won anywhere this year. Weight for inches as per scale. Griffins of the year, allowed 5 lbs. Unplaced griffins of the year, allowed 10 lbs.—One mile.

lbs.
Messrs. Winsome and Hasty's bay The Corncrake (Mr. W. Hill) .....147—1
Mr. Nagai's bay Haruna (Mr. T. U. Yih) .....145—2
Mr. H. F. Hu's grey Sans Merci (Mr. T. L. Hu) .....147—3

Also ran: Goletta (Mr. J. Liou), After Dark (Mr. Knoll), Pacification (Mr. Crokam), Blackheath (Mr. Springfield) and Battle King (Mr. Sorensen).

Won by many lengths; a length and a half. Time—2:06 2-5.

Pari-mutuel—for win $8.10; for place, $5.70; $14 and $6.70.

Cash sweep—first, 50; second, 300; third, 554; unplaced—165, 250, 283, 106 and 261.

9.—The Summer Handicap.—Value $400. 2nd pony $100. 3rd pony $50. For China ponies. Weights will be published on morning of the race. Top weight will not be more than 168 lbs. and lowest weight 147 lbs. Winners after publication of the weights, to carry 5 lbs. extra.—One and a quarter miles.

lbs.
Mr. Day's grey Shenkoland (Mr. C. R. Burkill) .....153—1
Mr. Cire's bay Daintylight (Mr. E. Moller) .....152—2
Mr. Foh Sing's dun Yellow Diamond (Mr. T. U. Yih) 150—3
Mr. Ezra's bay Iron Duke (Mr. Isaac Ezra) .....153—3

Also ran: Battle Axe late Fanling Chief (Mr. J. Liou), Polar Star (Mr. Hill) and York (Mr. Knoll).

Won by three lengths; half a length; dead heat for third. Time—2:41.

Pari-mutuel—for win, $8.60; for place, $6.20; $12.70 and $5.80 and $6.60.

Cash sweep—first, 541; second, 109; third, 237 and 90; unplaced—136, 247 and 9.

10.—The Flying Dutchman Plate.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies that have not won a race at time of entry. Weight for inches as per scale. Ponies that have never been placed, allowed 5 lbs. A winner at this meeting, 5 lbs. extra.—One and a quarter miles.

lbs.
Mr. Cire's grey Footlight (Mr. E. Moller) .....147—1
Mr. Hart's grey Motorist (Mr. J. Liou) .....152—2
Mr. Perchang's bay Realization (Mr. Crokam) .....157—3

Also ran: Michigan (Mr. Knoll), Mormon (Mr. Springfield), Triumphant Star (Mr. Hill), Rising Star (Mr. T. L. Hu) and Takao (Mr. S. Nagai).

Won by short head; two lengths. Time—2:40 3-5.

Pari-mutuel—for win, $53.10; for place, $12.10; $7.30 and $7.20.

Cash sweep—first, 100; second, 446; third, 69; unplaced—393, 107, 135, 170 and 566.

CRICKET IN ENGLAND

(Reuter's Agency War Service)

London, May 26.—Cricket: At the Oval today the match between Surrey and Essex was drawn.

Cricket Club Wins From Police Team

(Continued from Page 2)

Co's. innings, the former taking 8 wickets for 20 runs.

Recreation Club

T. Manley, run out	30
C. H. Bhbora, st. Haynes, b. Clifford	2
A. J. Willis, c. Clifford, b. Monk	35
L. P. Quincey, b. Langley	41
T. Main, st. Haynes, b. Langley	89
C. B. Sethna, c. Monk, b. Langley	0
H. J. Cooper, b. Grimshaw	45
R. H. Ryton, not out	4
F. Ollerdessen, not out	9
C. Ollerdessen, F. Madar, did no' bat	0
Extras	2
Total (for 7 wkts.)	257

Bowling Analysis

	O.	M.	R.	N.B.	W.
W. C. G. Clifford	8	1	24	–	1
R. Grimshaw	13	1	75	–	1
E. G. B. Lover	4	–	16	–	–
W. J. Monk	8	–	51	–	1
H. Langley	6	–	40	–	3
W. E. Anderson	3	–	19	–	–
A. H. Leslie	3	–	30	1	–

'A' Co. S.V.C.

E. G. B. Lover, c. Manley, b. Bhoora	0
W. C. G. Clifford, c. Manley, b. Bhoora	19
W. E. Anderson, c. and b. Bhoora	6
D. H. Cooke, b. Bhoora	14
W. J. Monk, c. Ryton, b. Ollerdessen	14
A. H. Leslie, b. Ollerdessen	12
H. Langley, c. Main, b. Bhoora	2
C. H. G. Caulton, not out	7
W. J. Haynes, b. Bhoora	4
E. G. Barnes, b. Bhoora	1
R. Grimshaw, b. Bhoora	0
Extras	3
Total	68

Bowling Analysis

	O.	M.	R.	N.B.	W.
C. F. Ollerdessen	11	1	45	–	2
C. Bhoora	10.4	3	20	–	8

Opening Of Regatta Wholly Auspicious

(Continued from Page 2)

2—A. W. Stubbs 155
3—A. J. Grant 156
Stroke—W. M. C. Woodfield .. 198
Cox—H. F. Landers 126

3:30 p.m. Event 8.—Sampan Water Polo. Midget Yacht Club vs. Shanghai Rowing Club.

This event will be held provided there is sufficient wind.

5:00 p.m. Event 9.—International Eights. Distance 1½ miles.

Station No. 1
ENGLAND

Bow—W. Moore	155
2—A. W. Stubbs	155
3—J. H. Johns	155
4—J. J. Brooks	166
5—N. White	159
6—W. M. C. Woodfield	198
7—J. J. Evans	190
Stroke—H. P. B. Jones	153
Cox—T. Mitchell	120

Station No. 2
THE "WORLD"

Bow—A. Andersen	149
2—M. R. Gordon	157
3—A. J. Grant	156
4—E. Brusendorff	157
5—R. S. Haskell	180
6—H. F. Merrill	152
7—K. W. Aagesen	200
Stroke—C. V. Jensen	166
Cox—P. Ayres	126

5:30 p.m. Event 10.—Mixed Fours. Distance ½ mile.

6:00 p.m. Event 11.—Motor Boat Race—For high powered boats.

Two Sessions Bad For Locals

(Continued from Page 2)

rapped to Summerville, who made a good stop but threw badly to first, giving the runner a life and allowing Smith to score, Gill drew a walk and Wilhoit hit to left, bringing Crow in and putting Gill on third, whence he scored when Lawler threw wide to second trying to catch Wilhoit off the bag. Cy got to third but Hoffman grounded out and Shanghai's offensive ceased.

The curtain came down in the Wilmington's eighth. Keeton began it with what should have been a home run, but for the fact that he omitted second, recollecting after he had rounded third. A hard fly which Smith dropped put Flynn on, Sanders walked and Lawler hit, scoring two. Sanders was run down at third. Another dropped fly let Lawler in and after Tangy had fouled out Summerville and Edsall hit in succession, scoring Fressy.

Sanders, who took the mound for the navy in the eighth, fanned five out of six.

The figures:

Shanghai

	AB	R	H	PO	A	E
Holliday, ss	5	0	0	5	5	3
Crow, 3b	5	1	0	1	1	3
Gill, lf	4	1	0	0	0	0
Wilhoit, 1b	4	1	2	9	1	0
Hoffman, 2b	4	0	0	0	1	1
Bradley, c	4	1	0	8	1	2
Porterfield, p	3	1	2	0	5	0
Pomeroy, rf	4	1	0	0	0	1
Smith, cf	4	2	1	1	0	2
Hadley, rf	0	0	0	0	0	0
Totals	37	8	5	24	14	12

Wilmington

	AB	R	H	PO	A	E
Lawler, c	5	2	1	14	1	1
Pressey, cf	5	2	0	0	0	0
Tangerman, 1b	5	1	0	9	0	0
Summerville, 2b	3	1	2	2	3	2
Edsall, ss	5	1	1	2	0	1
Torri, lf	4	0	0	0	0	0
Keeton, 3b	3	2	1	0	2	1
Flynn, rf	4	2	0	0	0	1
Carey, p	3	0	0	0	4	1
Sanders, p	0	0	0	0	0	0
Totals	37	11	5	27	10	7

Score by innings:

	1	2	3	4	5	6	7	8	9	R.	H.	E.
Wilmington	1	0	6	0	0	0	0	4	x	11	5	7
Shanghai	0	0	1	0	2	1	4	0	0	8	5	12

Earned runs—Shanghai 1; Wilmington 2. Left on bases—Shanghai 2, Wilmington 8. Struck out—by Porterfield 7; by Carey 6; by Sanders 5. First base on balls—off Porterfield 4; off Carey 2. Hits off Carey, 5 in 7 innings. Balk—Porterfield. Double plays—Holliday-Wilhoit; Porterfield-Holliday-Wilhoit; Hoffman-Holliday-Wilhoit. Passed ball, Bradley. Wild pitch, Carey. Stolen bases—Porterfield 3, Holliday, Wilhoit, Bradley, Pomeroy, Smith, Lawler, Tangerman, Summerville, Edsall 2. Home run—Wilhoit. Two base hits—Keeton. Umpires—Bristow and Savage. Time of game—2 hours.

WE handle a full line of the famous

ARROW COLLARS

BECAUSE we know they represent the fullest value it is possible to secure.

They are made of shrunk fabrics in exact quarter sizes, and they also have the graduated cut-out interlinings which render them practically non-crackable.

They will prove their worth in the wash and in wear.

And the Only Up-To-Date Store

where you can get the complete line in ¼ sizes, is at the collar specialists, and that's

SILBERMAN'S
The Arrow Collar Store
(Opp. Astor House)

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Tennis Posts, Slazengers
Tennis Balls, Slazengers
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Lawn Bowls, Jacques
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A French Remedy for all Irregularities. These Pills will do ladies keep a box of Martin's Pills in the house, as taken on the first signs of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 8/- from MARTIN, Chemist, SOUTHAMPTON. ENG.

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1,000 PAIRS TENNIS SHOES
"La Crosse" Quality Brand (American make)
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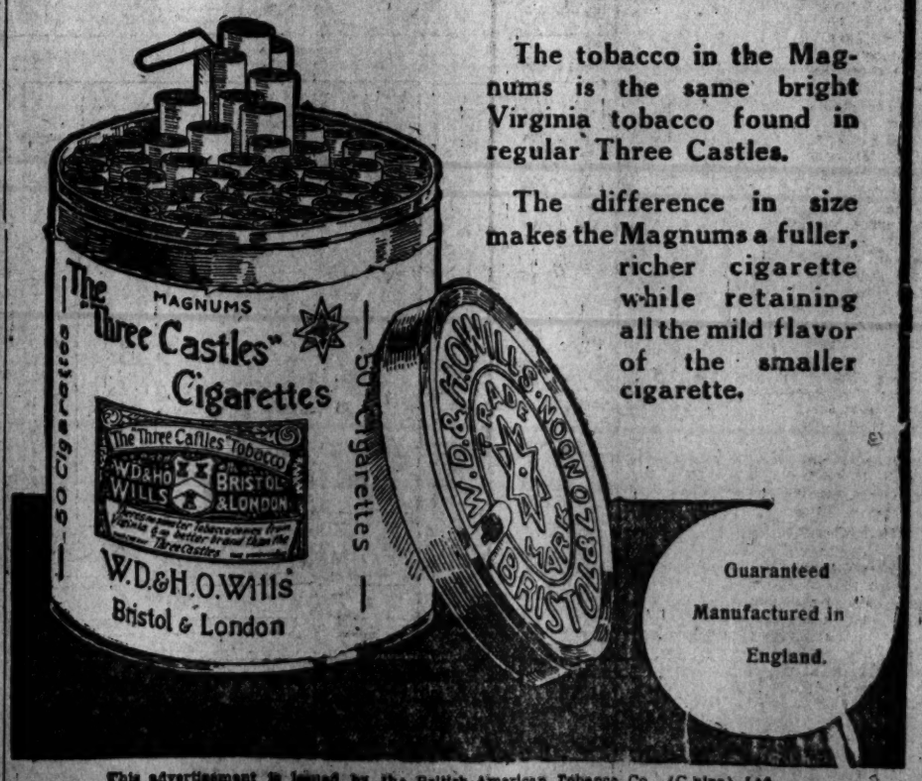
THE CHUNG MEI TRADING CORPORATION

The "Three Castles" Virginia Cigarettes
MAGNUMS
Better because larger.



The tobacco in the Magnums is the same bright Virginia tobacco found in regular Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

Guaranteed
Manufactured in
England.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

MUSEUM OF NATURAL HISTORY

"HEY, MISTER! KIN I HAVE A COUPLE O' TEETH OFFEN THAT FELLER? MY OLE DOG AIN'T GOT NONE!"

Little Jimmy

1. "THIS IS TERRIBLE! THAT DENTIST PROMISED TO HAVE MY TEETH FINISHED AND DELIVERED HERE EARLY THIS AFTERNOON. HERE ITS NEAR Y TIME FOR THE BUNCH TO ARRIVE AND THEY'RE NOT HERE YET!"

"JIMMY'S HERE I'LL SEND HIM."

2. "AND REMEMBER TO TELL HIM THAT PAPA HAS TO HAVE THEM RIGHT AWAY AS WE ARE EXPECTING CALLERS!"

"YES MAMMA!"

3. "IF YOUR FATHER'S IN SUCH A HURRY, I'LL NOT TAKE THE TIME TO WRAP THEM UP, SCOOT NOW!"

4

"WHAT'S THE MATTER, PINK?"

"BOO-EE-OH-EE- I GOTTA NIFTY BONE FER MY OLE DOG AN' NOW HE CAN'T EAT UT COZ HE AIN'T GOT NO TEETH LEFT!"

SNIFF SNIFF

5.

"LISSEN PINK DYE KNOW WHERE TO GET A PIECE OF STRING?"

"SURE!"

6.

"WATCH D OLE DORG. I'LL BE BACK IN A MINUTE!"

"YOU POOR OLE FELLER MY NAME'S JIMMY THOMPSON YOU WATCH GOOD OLE JIMMY FIX YOU!"

AND IN THE MEAN TIME

7. "LO FOLKS. WE'RE EARLY. THE REST WILL BE OVER SHORTLY!"

"PLIZZED TIH HAVE YIZZ WIZZ US ZISS EVENIN'"

8. "POOR MR. THOMPSON HAS A TOUCH OF NEURALGIA."

"WHAT'S THE MATTER THOMPSON? YOU'RE SO QUIET- TOOTHACHE OR SOMETHIN'?"

"YISS-S!"

9. "I'M A BIT LATE BUT I'VE GOT THE FUNNIEST STORY I'VE HEARD IN YEARS TO TELL YOU!"

"TELL IT AND BRACE THOMPSON UP!"

10. "HE WAS SICK ON THE TRANSPORT AND ANOTHER DARKEY SAID "LOOK! LOOK! DERE'S A SAIL! THEN THE SICK ONE SAID "DON'T PESTER ME WID NO SAIL RAISE UP YO' VOICE AT ME WHIN YOU KIN ANNOUNCE DERE'S A TREE!"

11. "OH!" "OH!" "OH!" "HAW HAW!" "OH!"

12

"HAW-HAW! DID YOU EVER THINK THAT HE HAD FALSE TEETH?"

"I'VE KNOWN HIM TEN YEARS AND I NEVER EVEN SUSPECTED IT!"

"I THINK IT WAS A SHAME TO MAKE HIM LAUGH LIKE THAT!"

"TEE-HEE DIDN'T HE LOOK AGES OLD!"

13. "PAPA! WHERE ARE YOU GOING?"

"I'M GOING TO FIND YOUR SON!"

14

"NOW LET HIM TRY THAT OLE BONE. I GUESS HE'LL BE SURPRISED WHEN HE FINDS OUT WHAT HE C'N DO WITH HIS NEW TEETH-

15. "OF COURSE IT WAS ALL VERY ANNOYING BUT, AFTER ALL WASN'T IT INEXPRESSIBLY SWEET OF HIM TO BE SO KIND TO A POOR DUMB ANIMAL?"

SWINNERTON '19